

CORPORATE HISTORY

OF THE

Chicago, Burlington & Quincy Railroad
Company

ans.
9/4/39

JOHN S. GAY
ATTORNEY AND COUNSELOR
SENECA FALLS, N. Y.

August 22, 1939

Professor Paul W. Gates
Boardman Hall
Ithaca, New York

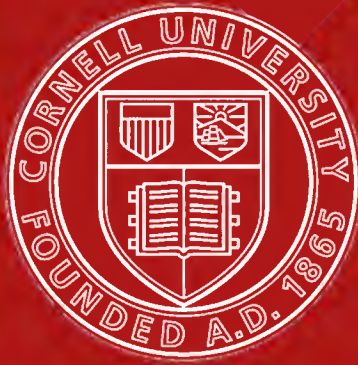
Dear Professor Gates:

I am glad to be able to tell you that the Histories of the Burlington Railroad, both narrative in one volume and documentary in two volumes are to be sent to you from the Burlington Railroad offices.

This is done through the intervention of Miss Rachel Baldwin of 2253 Ridge Avenue, Evanston, Illinois who is the daughter of William W. Baldwin, former Vice-President and General Counsel of the Road, who is the author of these Histories.

Very truly yours,





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CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY



A. T. Williams
Treasurer and Asst. Secretary
A. W. Anderson
Cashier
W. C. Huntington
Paymaster

547 West Jackson Boulevard, Chicago, Ill.

Edith J. Alden
Secretary and Asst. Treasurer
A. D. McLane
Asst. Secretary

August 26, 1939

ans. 9/4/39

Prof. Paul W. Gates
Boardman Hall, Cornell University
Ithaca, New York

Dear Prof. Gates:

At the request of Mr. Roger A. Baldwin, I take pleasure in sending you by prepaid express today a copy of the Corporate History and the three volume Documentary History of this Company for the files of Cornell University.


Will you kindly acknowledge their receipt.

Yours truly,


Assistant Secretary

ADM:IS

cc-Mr. Roger A. Baldwin

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CORPORATE HISTORY

OF THE

Chicago, Burlington & Quincy Railroad Company

and Affiliated Companies

(As of date June 30, 1917)

PURSUANT TO INTERSTATE COMMERCE COMMISSION
VALUATION ORDER No. 20, UNDER ACT OF CONGRESS
APPROVED MARCH 1, 1913

Prepared by

W. W. BALDWIN
Vice-President

Get
R.R. Co.
: Sept 11/39

Thompson
Co. N.Y.

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Chicago, Burlington & Quincy Railroad Company

DIRECTORS

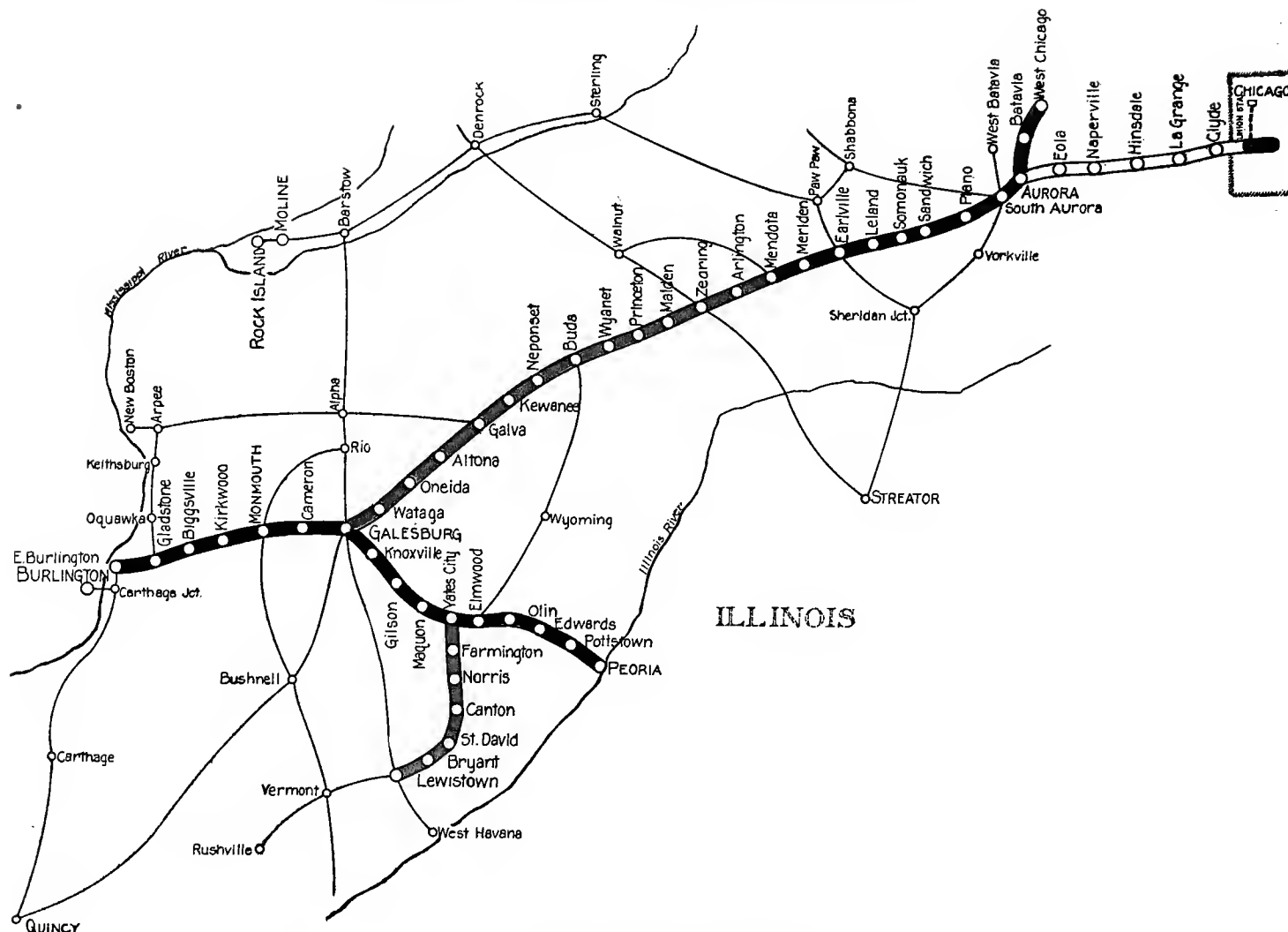
WILLIAM W. BALDWIN..... CHICAGO	HALE HOLDEN..... CHICAGO
RALPH BUDD..... ST. PAUL	CHARLES I. STURGIS..... CHICAGO
CHARLES DONNELLY..... ST. PAUL	ARTHUR CURTISS JAMES.. NEW YORK
CLAUDE G. BURNHAM..... CHICAGO	CHARLES E. PERKINS..... BURLINGTON
ROBERT J. DUNHAM..... CHICAGO	FREDERICK H. RAWSON... CHICAGO
HOWARD ELLIOTT..... NEW YORK	OLIVER M. SPENCER..... CHICAGO
LOUIS W. HILL..... ST. PAUL	

OFFICERS

HALE HOLDEN..... *President and Chairman of Executive Committee, Chicago.*
CLAUDE G. BURNHAM... *Executive Vice-President, Chicago.*
CHARLES E. PERKINS... *Vice-President, Burlington, Iowa.*
CHARLES I. STURGIS... *Vice-President, Secretary and Treasurer, Chicago.*
EDWARD P. BRACKEN... *Vice-President, Chicago.*
CONRAD E. SPENS..... *Vice-President, Chicago.*
WILLIAM W. BALDWIN... *Vice-President, Chicago.*
HARRY R. SAFFORD..... *Vice-President, Chicago.*
HARRY E. JARVIS..... *Assistant Secretary and Transfer Agent, Chicago.*
CHARLES M. CARTER... *Assistant Treasurer, St. Joseph, Mo.*
ANDREW T. WILLIAMS... *Assistant Treasurer and Assistant Secretary, Chicago.*
CARL J. ERNST..... *Assistant Treasurer and Assistant Secretary, Omaha, Neb.*
OLIVER M. SPENCER.... *General Counsel, Chicago.*
BRUCE SCOTT..... *General Solicitor, Chicago.*
EDWARD M. SHELTON... *Assistant to General Counsel, Chicago.*
HERBERT W. JOHNSON... *Comptroller, Chicago.*
HARRY D. FOSTER..... *General Auditor, Chicago.*
ALBERT W. NEWTON.... *Chief Engineer, Chicago.*
HARRY S. MARSHALL.... *Valuation Engineer, Chicago.*

Above were Directors and Officers December 1, 1921.

Chicago, Burlington & Quincy Railroad



COMPLETED AS STATED.

- Turner Junction (West Chicago) to Aurora, 12.02 miles.
 Aurora Branch Railroad Company, September 2, 1850.
- Aurora to Mendota, 45.61 miles.
 Chicago and Aurora Railroad Company, October 20, 1853.
- Mendota to Galesburg, 79.45 miles.
 Central Military Tract Railroad Company, December 7, 1854.
- Peoria to East Burlington, 93.66 miles.
 Peoria and Oquawka Railroad Company, as follows:

FROM	TO	COMPLETED
Peoria	Edward's Siding	1851 to 1855.
Galesburg	East Burlington	March 17, 1855.
Edward's Siding	Knoxville	April 3, 1855.
Knoxville	Galesburg	February 1, 1857.
- Chicago River, near Sixteenth Street to connection, Illinois Central,
 0.71 miles.
 St. Charles Air Line, May, 1856.
- Aurora to Chicago, via Naperville, 36.42 miles.
 The Chicago, Burlington and Quincy Rail Road Company,
 May 20, 1864.
- Yates City to four miles south of Canton (St. David), 20.07 miles.
 The Jacksonville and Savanna Railroad Company, May 2, 1862.
- Four miles south of Canton (St. David) to Lewistown, 10.07 miles.
 The Peoria and Hannibal Railroad Company, June 1, 1862.

TRACKAGE RIGHTS.

Turner Junction (West Chicago) to Chicago, 30 miles over Galena & Chicago Union Railroad (now C. & N. W. Ry.) from October 21, 1850, to May 20, 1864.

Chicago, Burlington & Quincy Railroad Company

- I—AURORA BRANCH RAILROAD COMPANY
- II—CHICAGO AND AURORA RAILROAD COMPANY
- III—THE CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY
- IV—CENTRAL MILITARY TRACT RAILROAD COMPANY
- V—THE CHICAGO, BURLINGTON AND QUINCY RAIL ROAD COMPANY
- VI—PEORIA & BURLINGTON RAIL ROAD COMPANY
- VII—CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

I

Aurora Branch Railroad Company

INCORPORATION

Incorporated under a Special Act of the Illinois Legislature, in force February 12, 1849. By the terms of the original Charter, this company was authorized:

“To maintain and continue a railroad with a single or double track and with such appendages as may be deemed necessary for the convenient use of the same, from the town of Aurora, in the County of Kane, to some eligible and convenient point in the County of Du Page, there to connect with the Galena & Chicago Union Railroad.”

ORGANIZATION

Directors were elected by the stockholders at Aurora, Illinois, February 21, 1849; February 22, 1849, the directors met at Aurora and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Galena & Chicago Union Railroad at Turner Junction (West Chicago), thence southerly to Aurora, Illinois, a distance (first main) of 12.02 miles.

CONSTRUCTION

Construction began in December, 1849. The line was completed and opened for traffic on or about September 2, 1850.

OPERATION

This company operated the road it constructed from the date of its completion (September 2, 1850) until November 26, 1853.

For operation after November 26, 1853, see “Operation,” Chicago and Aurora Railroad Company.

TRACKAGE RIGHTS

By an agreement with the Galena & Chicago Union Railroad Company, through train service between Chicago and Aurora, via Turner Junction, was inaugurated October 21, 1850.

CHANGE OF NAME

By the provisions of a Special Act of the Illinois Legislature, in force June 22, 1852, the name of the Aurora Branch Railroad Company was changed to, Chicago and Aurora Railroad Company.

II

Chicago and Aurora Railroad Company

INCORPORATION

Formed by change of name under Act of Illinois Legislature, in force June 22, 1852. For incorporation of original company, see "Incorporation," Aurora Branch Railroad Company.

By Section 1 of said Act of June 22, 1852, this company was authorized to build the following extension to its railroad:

"from Aurora . . . in a southwesterly direction on the most practicable route to a point at least fifteen miles north of La Salle and where such extension may intersect any railroad built or to be built northward from the town of La Salle, in La Salle County, and there to form a connection with any such railroad."

An Amendment, in force February 28, 1854, authorized this company to construct the following branch line:

". . . from the village of Aurora, in Kane County, to and into the City of Chicago by way of the village of Naperville, and acquire and hold depot and station ground, and such other lands as may be required for the business of the company in said city, and for such purposes may acquire the title to such lands and by voluntary purchases, or under the existing laws in such case made and provided."

(A provision of the Amendment, of date February 28, 1854, which changed the name of this company to "Chicago and Southwestern Railroad Company," was never acted upon or recognized by this company.)

ORGANIZATION

The first meeting of this company was held at Chicago, Illinois, July 6, 1852. The directors and officers of the Aurora Branch Railroad Company remained in office.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Galena & Chicago Union Railroad at Turner Junction (West Chicago), thence southwesterly to Aurora, Illinois, a distance (first main) of 12.02 miles.

EXTENSION: From the terminus of this company's railroad at Aurora, thence southwesterly to a connection with the Central Military Tract Railroad, at Mendota, Illinois, a distance (first main) of 45.61 miles.

Total mileage owned, 57.63 miles, all in Illinois.

CONSTRUCTION

Construction on the extension from Aurora to Mendota commenced at Aurora in 1852, and it was completed and placed in operation to Mendota, October 20, 1853.

OPERATION

This company did not immediately take possession of the railroad extending from Turner Junction to Aurora, but this line was operated until November 26, 1853, by the Aurora Branch Railroad Company in its own name; operated from November 26, 1853, until February 21, 1855, by this company.

The extension from Aurora to Mendota was operated from the date of its completion and until February 21, 1855, by this company.

For operation after February 21, 1855, see "Operation," The Chicago, Burlington and Quincy Railroad Company.

TRACKAGE RIGHTS

By agreement with the Galena & Chicago Union Railroad Company, the railroad of that company, from Turner Junction to Chicago, was used.

CHANGE OF NAME

By a Special Act of the Illinois Legislature, in force February 14, 1855, the name of the Chicago and Aurora Railroad Company was changed to The Chicago, Burlington and Quincy Railroad Company.

III

The Chicago, Burlington and Quincy Railroad Company

INCORPORATION

Formed by change of name under the provisions of an Act of the Illinois Legislature, in force February 14, 1855. For incorporation of predecessor companies, see "Incorporation," Aurora Branch Railroad Company and Chicago and Aurora Railroad Company.

ORGANIZATION

First meeting was held at Chicago, Illinois, February 21, 1855, and officers were then elected.

TERMINI AND DESCRIPTION

See "Termini and Description," Chicago and Aurora Railroad Company for the line owned by this Company from the date of its organization.

This company also owned an undivided one-fourth interest in the St. Charles Air Line, extending from connection Illinois Central, Chicago, thence westerly to the west bank of the Chicago River and to a connection with this company's line at the last named point. For the history of this line see page 32.

CONSTRUCTION

This company did not construct any main line mileage.

OPERATION

This company operated its railroad from the date of its organization (February 21, 1855), and until July 9, 1856.

For operation after July 9, 1856, see "Operation," The Chicago, Burlington and Quincy Rail Road Company.

From March 17, 1855 (date of completion of the Peoria and Oquawka Railroad between East Burlington and Galesburg, 42 miles), until July 9, 1856, under terms of an operating agreement with the Central Military Tract Railroad Company, through trains were operated between Chicago and East Burlington. The Peoria and Oquawka Railroad between East Burlington and Galesburg was jointly leased to the Central Military Tract and the Chicago, Burlington and Quincy Railroad Companies.

TRACKAGE RIGHTS

This company continued the agreement with the Galena & Chicago Union Railroad Company whereby the Aurora Branch Railroad Company, its predecessor, had secured the right to use that company's line from Turner Junction to Chicago. By contract of date June 25, 1856, with the Illinois Central, this company acquired a terminal at the foot of Randolph Street on the lake front, which it reached via the St. Charles Air Line.

CONSOLIDATION

By Articles of Agreement dated July 9, 1856, this company consolidated with the Central Military Tract Railroad Company under the name, The Chicago, Burlington and Quincy Rail Road Company.

IV

Central Military Tract Railroad Company

INCORPORATION

Incorporated by a Special Act of the Illinois Legislature, in force February 15, 1851. Authorized to construct a railroad between the following points:

" . . . commencing at Galesburg, in the County of Knox, and running from thence in a northeasterly direction on the most direct and eligible route to, and to connect with the Rock Island and La Salle Railroad, at such point in the County of Henry or Bureau as the said company hereby incorporated may designate."

By an Amendment, of date June 19, 1852, the company was authorized to construct and operate a railroad between the following points, to wit:

" . . . from the town of Galesburg, in the County of Knox, in a northeasterly direction, on the most direct and eligible route towards the City of Chicago, to a point to be designated by the said company on or near the line of the Chicago and Rock Island Railroad or on or near the line of any other railroad or railroads connecting with or extending to the said City of Chicago . . ."

By a Special Act of the Illinois Legislature, in force February 28, 1854, it was provided (Section 3) as follows:

"The said company (meaning the Chicago and Aurora Railroad Company) and the Central Military Tract Railroad Company, the Northern Cross Railroad Company and the Peoria and Oquawka Railroad Company, or any two or more of said companies, shall be and are hereby authorized to consolidate their stocks so as to form one stock and one company upon such terms as may be agreed upon,

and may assume the name of either as a common name or may adopt such new name as the consolidated company may adopt, upon filing with the Secretary of State a certificate under the corporate seal of the company of the name selected and its adoption, and may elect the Charter of either of said companies thus agreeing to consolidate as the Charter of the said company certifying and filing certificate of said election in like manner; and it shall also be competent for either of the said companies to lease, sell or dispose of any part of its road to either of the others, with the right to complete, maintain, operate and manage the same upon such terms and conditions as may be agreed upon between them."

ORGANIZATION

Organized at Henderson, Illinois, April 12, 1851, by the election of officers and directors.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago and Aurora Railroad at Mendota, thence southwesterly to Galesburg, Illinois, a distance (first main) of 79.45 miles.

At Galesburg a connection was made with the Northern Cross Railroad, afterwards, The Quincy and Chicago Railroad.

CONSTRUCTION

Construction commenced at Mendota early in 1852, and the line was completed and placed in operation to Galesburg, December 7, 1854.

OPERATION

This company operated its line from the date of its completion (December 7, 1854) until July 9, 1856.

For operation after July 9, 1856, see "Operation," The Chicago, Burlington and Quincy Rail Road Company.

From March 17, 1855 (date of completion of the Peoria and Oquawka Railroad between East Burlington and Galesburg, 42 miles), until July 9, 1856, under terms of an operating agreement with The Chicago, Burlington and Quincy Railroad Company, through trains were operated between Chicago and East Burlington. The Peoria and Oquawka between East Burlington and Galesburg was jointly leased to the Central Military Tract and The Chicago, Burlington and Quincy Railroad Companies.

CONSOLIDATION

Under authority of the General Consolidation Act of Illinois, approved February 28, 1854, and the Special Act of the Illinois Legislature, of date February 28, 1854, hereinbefore referred to under "Incorporation," this company, of date July 9, 1856, by Articles of Agreement, consolidated with The Chicago, Burlington and Quincy Railroad Company under the name, The Chicago, Burlington and Quincy Rail Road Company.

V

The Chicago, Burlington and Quincy Rail Road Company INCORPORATION

Formed July 9, 1856, by a consolidation between The Chicago, Bur-

lington and Quincy Railroad Company and the Central Military Tract Railroad Company. Articles of consolidation were filed with the Secretary of State for Illinois, July 14, 1856.

ORGANIZATION

Organized at Chicago, Illinois, July 9, 1856, by the election of directors.

ACQUISITION BY DEED

By deeds dated November 6, 1861, this company acquired from James F. Joy and J. W. Brooks, Trustees, all of the railroad property belonging to The Jacksonville and Savanna Railroad Company, consisting of an uncompleted road extending from Yates City to a point about four miles south of Canton; also a portion of the railroad property belonging to The Peoria and Hannibal Railroad Company, consisting of an uncompleted road extending from about four miles south of Canton to Lewistown.

TERMINI AND DESCRIPTION

This company was, from the date of its organization, the owner of the following main line railroad:

ACQUIRED IN CONSOLIDATION

From a connection with the Galena & Chicago Union Railroad at Turner Junction, Illinois (West Chicago), thence southwesterly to Aurora; and from thence westerly via Mendota to Galesburg, Illinois (connection with the Quincy and Chicago Railroad at the last named point), a total distance (first main) of 137.08 miles.

ACQUIRED BY PURCHASE

April 28, 1864, this company purchased at foreclosure sale The Quincy and Chicago Railroad (Northern Cross), extending from Quincy, Illinois, to Galesburg, a total distance (first main) of 99.91 miles.

Deed to this property was not executed by the Master until after the expiration of the redemption period, July 30, 1865.

Prior to April 28, 1864, or effective April 10, 1857, the Northern Cross and this company entered into agreement whereby the two companies were united in a common operative management in order to form a through line between Quincy and Chicago. This agreement was continued in force until April 28, 1864, when the property was acquired by this company.

ACQUIRED BY CONSTRUCTION

This company completed the branch lines acquired from James F. Joy and J. W. Brooks, Trustees, which were formerly owned by The Jacksonville and Savanna and The Peoria and Hannibal Railroad Com-

panies, which combined lines extended from Yates City southerly to Lewistown, a total distance (first main) of 30.14 miles.

EXTENSION: This company also constructed an extension from a connection with its line at Aurora, Illinois, thence easterly via Naperville to and into the City of Chicago, a total distance (first main) of 36.42 miles.

Total mileage owned — 303.55 miles.

In addition to the mileage above described, this company owned one-fourth interest in the St. Charles Air Line. For the history of this line, see page 32.

CONSTRUCTION

Construction on the extension from Aurora to Chicago commenced in October, 1862, and the line was completed and opened for traffic to Chicago, May 20, 1864.

Construction on the branch line between Yates City and Lewistown was undertaken prior to acquisition by this company, the grading and bridging of which was practically completed, and some rail laid at Yates City. Immediately upon acquisition of this property, construction was commenced and the entire road completed and opened for traffic as follows: Yates City to Canton, May 2, 1862, and Canton to Lewistown, about June 1, 1862.

OPERATION

In addition to its owned mileage, this company also, from date of its inception until February 1, 1857, operated the road of the Peoria and Oquawka between Galesburg and East Burlington. From February 1, 1857 (date of completion of the Peoria and Oquawka road between Peoria and Galesburg), until October 1, 1860, it operated the entire line of the Peoria and Oquawka between Peoria and East Burlington jointly with Moss, Harding & Co., contractors. Subsequent to October 1, 1860, and until date of consolidation, June 24, 1864, that line was operated exclusively by this company. The Peoria and Oquawka Railroad was sold at foreclosure and on October 21, 1862, was conveyed by deed to Trustees representing the bondholders. The Trustees on March 8, 1864, conveyed the property to the Peoria and Burlington Rail Road Company, but the operation of the road continued throughout this period, under the management of The Chicago, Burlington and Quincy Rail Road Company, and until consolidation of this company and the Peoria and Burlington Rail Road Company, June 24, 1864.

This company, also, prior to completion of the extension from Aurora to Chicago (May 20, 1864), had the right by trackage agreement to use the Galena & Chicago Union Railroad from Turner Junction to Chicago, a distance of approximately thirty miles.

For operation after June 24, 1864, see "Operation," Chicago, Burlington & Quincy Railroad Company.

CONSOLIDATION

Of date June 24, 1864, under authority of the General Consolidation Act of Illinois, approved February 28, 1854, and under specific authority hereinbefore referred to under "Incorporation, Central Military Tract Railroad Company," this company consolidated with the Peoria & Burlington Rail Road Company under the name, Chicago, Burlington & Quincy Railroad Company.

VI

Peoria & Burlington Rail Road Company

INCORPORATION

Incorporated by a Special Act of the Illinois Legislature, in force June 10, 1863, which authorized the purchasers of that portion of the railroad constructed by the Peoria and Oquawka Railroad Company lying west of the Illinois River to form a company. Articles of organization filed with Secretary of State for Illinois, April 12, 1864.

The Peoria and Oquawka Railroad Company (name subsequently, by Special Act of the Illinois Legislature, in force February 21, 1861, changed to "The Logansport, Peoria and Burlington Railroad Company") was incorporated by a Special Act of the Illinois Legislature, in force February 12, 1849. By the provisions of the original Act the company was authorized to build a railroad between the following points: "from the town of Peoria, on the Illinois River . . . to the town of Oquawka, on the Mississippi River."

An Amendment to the above Act, in force February 10, 1851, required the construction of the road through the towns of Knoxville, Farmington and Monmouth, and a branch was authorized as follows: "to commence at or west of Monmouth; from thence to the Mississippi River at or about Shokokon, in Henderson County."

By an Amendment, in force June 22, 1852, the Peoria and Oquawka was authorized to build its line "on the most direct . . . route from Peoria to Knoxville," and the terminus of the branch line authorized by the Act of February 10, 1851, was changed from "at or about Shokokon" to "a point opposite to or above or below the City of Burlington in the State of Iowa," but "within two miles of the said town opposite the said city." It was also authorized "to continue said railroad from Peoria, on the most eligible route eastward, to a point on the Indiana state line, which shall not be more than twenty miles either north or south of a due east line that would run through Lafayette, Indiana."

The Peoria and Oquawka was organized at Knoxville, Illinois, June 20, 1851.

As finally completed the road extended from East Burlington easterly by way of Galesburg, Peoria, Chenoa and Gilman to Effner on the Indiana state line, a distance of approximately 205 miles, but only that part of the road extending from East Burlington to Peoria (93.66 miles)

was ever acquired by the Chicago, Burlington and Quincy Railroad Company.

Construction began at several points on the line in 1851, as follows:

Prior to 1851 the Peoria and Warsaw Railroad Company had acquired a right of way and built a grade between Peoria and Farmington, the title to which had been subsequently acquired by the State of Illinois. Of date July 15, 1851, the state deeded this property to the Peoria and Oquawka Railroad Company, pursuant to an Act of the Illinois Legislature of date February 10, 1851. During the period 1851 to 1855 this company completed the section of road between Peoria and Edwards (14 miles), utilizing for a distance of about five miles westerly from Peoria, the old grade of the Peoria and Warsaw Railroad Company, acquired as above.

October 4, 1851, a contract was made for the construction of the road from Knoxville to East Burlington. Construction was started shortly thereafter at East Burlington and proceeded eastward, but little progress had been made when on September 22, 1854, new contract was executed with the old contractors which provided for the completion of the road to Galesburg. Under the terms of this latter contract the road was completed and opened for traffic between East Burlington and Galesburg, 42 miles, March 17, 1855.

Of date April 3, 1855, the company contracted for the construction of the section of road between Edwards and Knoxville, and at the same time gave to the contractors a lease on the entire line from Peoria to Burlington, which lease, however, was, as to that portion of the road from Galesburg to Burlington, subject to a lease to the Chicago and Aurora, and Central Military Tract Companies (C. B. & Q. R. R. Co.) to secure their claims for advances; and in December, 1856, a contract was made by the company with the successors of the same contractors (Moss, Harding & Co.) for the completion of the road from Knoxville to Galesburg. The section of road between Edwards and Galesburg was completed February 1, 1857, and the road opened for through traffic from Peoria to East Burlington on that date.

(The extension easterly from Peoria to the Indiana state line, which was subsequently acquired by the Toledo, Peoria and Warsaw Railway Company, was completed as follows: Peoria to Chenoa, 48 miles, February 2, 1857; Chenoa to Gilman, 38 miles, September 21, 1857, and Gilman to Effner, 24.93 miles, December 31, 1859.)

This company did not operate any portion of its line west of Peoria. The road from Galesburg to East Burlington was operated jointly from date of completion, March 17, 1855, until July 9, 1856, by The Chicago, Burlington and Quincy Railroad Company (successor to the Chicago and Aurora Railroad Company) and the Central Military Tract Railroad Company, as mortgagees in possession; and from July 9, 1856, until February 1, 1857, by The Chicago, Burlington and Quincy Railroad Company, as mortgagee in possession. From February 1, 1857

(date of completion of the road between Peoria and Galesburg), until October 1, 1860, it was operated jointly by The Chicago, Burlington and Quincy Rail Road Company and Moss, Harding & Co., contractors; from October 1, 1860, until June 24, 1864, it was operated by The Chicago, Burlington and Quincy Rail Road Company. The road from Peoria to East Burlington was sold at foreclosure sale and on October 21, 1862, was conveyed by deed to Trustees representing the bondholders. The Trustees on March 8, 1864, conveyed the property to the "Peoria and Burlington Rail Road Company," but the operation of the road was continued throughout this period under the management of The Chicago, Burlington and Quincy Rail Road Company.

(The road east of Peoria was operated from date of completion until March, 1864, by the company.)

Of date September 10, 1853, the Peoria and Oquawka Railroad Company executed a trust deed to James T. Souther and David Hoadley, Trustees, covering all of its railroad west of the Illinois River. Because of default in the payment of interest and by decree entered July 1, 1862, in the Circuit Court for the Northern District of Illinois, the railroad and property covered by said mortgage was ordered to be sold. Of date October 21, 1862, J. T. Moulton, Master in Chancery, conveyed to Sidney Bartlett, Nathaniel Thayer and John W. Brooks, all of that portion of the railroad built by the Peoria and Oquawka Railroad Company which was west of the Illinois River, being that portion from Peoria via Galesburg to East Burlington, Illinois. The purchasers remained in possession of the railroad but it was operated by The Chicago, Burlington and Quincy Rail Road Company until March 8, 1864, on which date they organized the Peoria & Burlington Rail Road Company.

That portion of the road lying east of Peoria was separately mortgaged, and was not included in the above sale. Mortgage covering this section was foreclosed, and subsequently, in March, 1864, acquired by the Toledo, Peoria and Warsaw Railroad Company.

ORGANIZATION

Organized at Chicago, Illinois, March 8, 1864, by the election of officers and directors.

TERMINI AND DESCRIPTION

This company was, from the date of its organization, the owner of the railroad constructed by the Peoria and Oquawka Railroad Company, extending from Peoria westerly via Galesburg to East Burlington, Illinois, a distance (first main) of 93.66 miles.

CONSTRUCTION

This company did not construct any main line mileage.

OPERATION

There is nothing of record to show how this line was operated from March 8, 1864, until June 24, 1864, but it was probably operated dur-

ing this time by The Chicago, Burlington and Quincy Rail Road Company.

CONSOLIDATION

Of date June 24, 1864, this company and The Chicago, Burlington and Quincy Rail Road Company consolidated under the name, Chicago, Burlington & Quincy Railroad Company.

VII

Chicago, Burlington & Quincy Railroad Company

(Present Company)

INCORPORATION

Formed by consolidation of date June 24, 1864, between the Peoria & Burlington Rail Road Company and The Chicago, Burlington and Quincy Rail Road Company. The Articles of Consolidation were filed with the Secretary of State for Illinois, July 11, 1864.

This company continued until its corporate existence was extended from June 24, 1914, as a corporation under the General Laws of the State of Illinois relating to Railroads, by action taken pursuant to the provisions of an Act of the Legislature, approved June 7, 1911.

For the filing of this company's Charter in the several States where it constructed or acquired lines of railroad, see page 26.

ORGANIZATION

The first meeting of this company was held at Chicago, Illinois, June 24, 1864. The officers and directors of The Chicago, Burlington and Quincy Rail Road Company retained their respective offices.

TERMINI AND DESCRIPTION

This company was, from the date of its organization, the owner of the following railroad:

1. From a connection with the Pennsylvania Railroad (P. Ft. W. & C. Ry.) at the intersection of Stewart Avenue and West Fifteenth (15th) Place (now vacated) in the City of Chicago; thence southwesterly to Galesburg depot, a distance of one hundred and sixty-one and 48/100 (161.48) miles.

2. From a connection with the line last above described, at Aurora, Illinois, thence northerly to a connection with the Galena & Chicago Union Railroad (now Chicago and Northwestern) at Turner Junction, Illinois, a distance (first main) of 12.02 miles.

3. Peoria, Illinois, westerly via Galesburg to East Burlington, Illinois, a distance (first main) of 93.66 miles.

4. Yates City to Lewistown, 30.14 miles.

5. Quincy to Galesburg, 99.91 miles.

Total mileage owned, 397.21 miles, all in Illinois.

The company also owned jointly with three other railroad companies the property known as the "St. Charles Air Line," seventy-one hun-

dredths (0.71) miles long, extending from the west bank of the South Branch of the Chicago River near Sixteenth (16th) Street, Chicago, thence easterly to a connection with the Illinois Central Railroad.

(For description of St. Charles Air Line, see page 32.)

It also owned jointly with the Chicago and Northwestern Railway Company a right of way and the tracks thereon extending from a connection with the St. Charles Air Line property at the west bank of the Chicago River, thence westerly to a connection with this company's main line in Depot Street west of Stewart Avenue, a distance of seventeen hundredths (0.17) miles.

For a description of all after-acquired mileage owned by this company and forming a part of its main running line, see "Termini and Description" for each of the several companies as hereinafter particularly set out.

OPERATION

This company has operated all the mileage above described under "Termini and Description" from June 24, 1864, until the present time. In the case of each after-acquired company, which is at present owned or controlled by this company, a separate statement is made covering operation in each corporate history unit.

CONSTRUCTION

Details of construction of various lines at present owned by this company are given in the history of each of the corporate units hereinafter set out.

TRACKAGE RIGHTS ENJOYED GRANTED BY OTHER CARRIERS

For a detailed statement of the trackage rights enjoyed by this company, see "Trackage Rights Enjoyed," page 427.

TRACKAGE RIGHTS GRANTED TO OTHER CARRIERS

See "Trackage Rights Granted," page 427.

CORPORATE EXISTENCE

This corporation is in active existence.

CORPORATE RECORDS

All corporate records relating to this company and its predecessors are in the possession of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Aurora Branch Railroad Company, incorporated under a Special Act of the Illinois Legislature, in force February 12, 1849.
- (2) By change of name the Aurora Branch Railroad Company became the Chicago and Aurora Railroad Company by Special Act in force June 22, 1852.

- (3) By change of name the Chicago and Aurora Railroad Company became The Chicago, Burlington and Quincy Railroad Company by Special Act, in force February 14, 1855.
- (4) Central Military Tract Railroad Company, incorporated under Special Act, in force February 15, 1851.
- (5) Consolidation of the Central Military Tract Railroad Company and The Chicago, Burlington and Quincy Rail Road Company under the name, The Chicago, Burlington and Quincy Railroad Company, by Articles of Agreement dated July 9, 1856.
- (6) Trust deed, of date September 10, 1853, given by the Peoria and Oquawka Railroad Company to James T. Souther and David Hoadley, trustees, covering all the property of the railroad company west of the Illinois River, foreclosed in the Circuit Court of the United States for the Northern District of Illinois, the decree being dated July 11, 1862.
- (7) Master's Deed (J. T. Moulton), of date October 21, 1862, conveying all that portion of the railroad formerly belonging to the Peoria and Oquawka Railroad Company (The Logansport, Peoria and Burlington Railroad Company), lying west of the Illinois River, to Sidney Bartlett, Nathaniel Thayer and John W. Brooks.
- (8) Peoria & Burlington Rail Road Company, incorporated March 8, 1864, by the purchasers under the Master's Deed, of date October 21, 1862, and under authority of a Special Act, in force June 10, 1863, authorizing the purchasers to form the said company.
- (9) The Jacksonville and Savanna Railroad Company, organized February 14, 1855, conveyed November 4, 1861, by deed to James F. Joy and J. W. Brooks and by deed from them to the Chicago, Burlington and Quincy Rail Road Company November 6, 1861, (see separate history, page 20).
- (10) The Peoria and Hannibal Railroad Company, incorporated as Macomb, Vermont and Bath Railroad Company February 11, 1853, and name changed to The Peoria and Hannibal Railroad Company February 24, 1854: conveyed November 4, 1861, from point four miles South of Canton to Lewistown to James F. Joy and J. W. Brooks and by them conveyed by deed November 6, 1861, to The Chicago, Burlington and Quincy Rail Road Company (see separate history, page 22).
- (11) Consolidation of the Peoria & Burlington Rail Road Company and The Chicago, Burlington and Quincy Rail Road Company under the name, Chicago, Burlington & Quincy Railroad Company by Articles dated June 24, 1864.
- (12) Corporate existence extended for fifty years from June 24, 1914, under the General Law of Illinois.

The Jacksonville and Savanna Railroad Company

INCORPORATION

This company was incorporated by a Special Act of the Illinois Legislature, in force February 14, 1855. The company was authorized to construct a railroad

“ from the City of Jacksonville, by way of Liverpool and Canton, to the Town of Savanna, on the Mississippi River; said railroad to be laid out and constructed by the most direct and eligible route from the said City of Jacksonville to the said City of Savanna.”

By Section 12 it was given the power to unite its railroad with other railroad companies, then or thereafter constructed in Illinois.

By an Amendment to the said Act, in force February 21, 1859, it is provided as follows:

“ Said company shall have the power to consolidate or otherwise unite its railroad, or its railroad property and franchises, with the property, franchises and railroad of any other railroad company or companies, now constructed, or which may hereafter be constructed within this state, on the route or at either terminus of said railroad, upon such terms as may be mutually agreed upon between the companies so connected; and full power is hereby given to said company to make and execute such contracts with any other company or companies as will secure the objects of such consolidation or connections.”

ORGANIZATION

The records of this company are not available, and the date of its organization can not be given. By an Amendment to the original Act incorporating the company, in force February 21, 1859, the Illinois Legislature declared this company to have been legally organized.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Peoria and Oquawka Railroad at Yates City, thence southerly to a connection with the Peoria and Hannibal Railroad four miles south of Canton (near St. David), Illinois, a distance (first main) of 20.07 miles, all in Illinois. No branch lines were constructed.

CONSTRUCTION

It is impossible to state when construction commenced, but on August 24, 1861, the line from Yates City to a point four miles south of Canton was graded, bridged and ready for the iron, the right of way having been secured and paid for. Some of the track had been laid at Yates City, where a connection was made with the Peoria and Oquawka Railroad. At this time (1861) The Chicago, Burlington and Quincy Rail Road Company was in possession of, and operating the

line constructed under, the charter granted to the Peoria & Oquawka Railroad, extending from Peoria westerly via Yates City to Galesburg.

After the contract between this company and James F. Joy and J. W. Brooks and the assignment of said contract to The Chicago, Burlington and Quincy Rail Road Company, construction progressed rapidly, and this line was completed and placed in operation to Canton May 2, 1862.

OPERATION

The railroad built under the Charter granted to this company was never operated by it, but was operated, from the date of its completion, by The Chicago, Burlington and Quincy Rail Road Company as owner by deed.

CONVEYANCE TO JOY AND BROOKS, TRUSTEES

Of date November 4, 1861, The Jacksonville and Savanna Railroad Company made a contract with James F. Joy and J. W. Brooks (who acted in this transaction as the agents of The Chicago, Burlington and Quincy Rail Road Company), whereby the said Joy and Brooks became the purchasers of the right of way, roadbed and all other property of this company, and undertook in behalf of their principal to complete, equip and operate the line of railroad from Yates City to a point four miles south of Canton (St. David), where a connection was made with The Peoria & Hannibal Railroad.

CONVEYANCE BY JOY AND BROOKS TO C. B. & Q. R. R. Co.

Of date November 6, 1861, James F. Joy and J. W. Brooks by deed conveyed to The Chicago, Burlington and Quincy Rail Road Company all of the property of The Jacksonville and Savanna Railroad Company, and in this deed the Burlington Company agreed "to operate, control and own and manage the said railroad and all other rights under their said contract and purchase."

CORPORATE EXISTENCE

No effort was made after 1861 to keep this company alive.

CHAIN OF TITLE

- (1) Incorporated as The Jacksonville and Savanna Railroad Company under a Special Charter, in force February 14, 1855.
- (2) In 1860 conveyed property to James F. Joy and J. W. Brooks (agents for The Chicago, Burlington and Quincy Rail Road Company), by deed dated November 4, 1861.
- (3) Deeded to The Chicago, Burlington and Quincy Rail Road Company by James F. Joy and J. W. Brooks by deed dated November 6, 1861.

The Peoria and Hannibal Railroad Company

I—MACOMB, VERMONT AND BATH RAILROAD COMPANY
II—THE PEORIA AND HANNIBAL RAILROAD COMPANY

I

Macomb, Vermont and Bath Railroad Company

INCORPORATION

This company was incorporated by a Special Act, in force February 11, 1853. It was authorized to construct a railroad

“commencing at the Town of Macomb, in the County of McDonough, in the State of Illinois, running from thence on the most eligible route to the Town of Vermont, in the County of Fulton, and in State aforesaid, and from thence on the most eligible route to the Town of Bath, in the County of Mason and State aforesaid.”

ORGANIZATION

Record books of this company not available, and it is impossible to give the date of its organization.

CONSTRUCTION

This company did not construct any portion of the railroad it was authorized to build.

CHANGE OF NAME

By the provisions of an Amendment to the Charter, in force February 24, 1854, the name of this company was changed to The Peoria and Hannibal Railroad Company.

II

The Peoria and Hannibal Railroad Company

INCORPORATION

Formed by change of name under the provisions of an Act of the Illinois Legislature, in force February 24, 1854. Under the provisions of said Amendment this company was authorized

“to locate, construct and fully complete and operate an extension of their said railroad from the Town of Vermont, in the County of Fulton, by way of Lewis-town and Canton, in said county, to the terminus of the Peoria & Bureau Valley Railroad, at or in the City of Peoria; and from the Town of Vermont aforesaid, by the way of Rushville, in Schuyler County, and Mt. Sterling, in Brown County, to a point on the Mississippi River as nearly as practicable opposite the City of Hannibal, in the State of Missouri.”

By an Amendment, in force February 14, 1857, the company was authorized

“to divide the route of their said road running from Peoria to Hannibal in divisions, and to let, construct and operate any of such divisions.”

By the terms of the Amendment last above mentioned, this company was authorized

“to unite its road with any other road now or hereafter constructed, at its termini or any point thereof where the same or any part thereof may come in contact with any such road.”

ORGANIZATION

Organized at Lewistown, Illinois, April 11, 1854, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with The Jacksonville and Savanna Railroad four miles south of Canton, Illinois (St. David), thence southerly to Lewistown, Illinois, a distance (first main) of 10.07 miles.

MAIN LINE EXTENSION: From the terminus of the line last above described at Lewistown, thence southwesterly to Rushville, Illinois, a distance (first main) of 32.61 miles.

Total mileage, 42.68 miles, all in Illinois. No branch lines were constructed.

CONSTRUCTION

Construction on that portion of the line extending from St. David to Lewistown commenced prior to 1860, and by August 24, 1861, the grading was completed and the bridges constructed. After the contract between James F. Joy and J. W. Brooks, as hereinafter set out, construction work progressed and this portion of the line was completed and opened for traffic June 1, 1862.

Construction on the extension from Lewistown to Rushville was commenced in 1868, and the line was completed and opened for traffic to Rushville, July 18, 1869. (Prior to 1868 the Peoria and Hannibal Company had built a road from Peoria to Hollis, Illinois, opposite Pekin, approximately eight miles, and had placed a separate mortgage thereon. Of date, May 22, 1868, the company deeded this eight miles to the Peoria, Pekin and Jacksonville Railroad Company, now a part of the Peoria and Pekin Union Railroad. The C. B. & Q. has never been interested in this portion of the Peoria and Hannibal property.)

OPERATION

The railroad constructed under the charter granted to this company was never operated by it, but was, from the date of its completion, operated by The Chicago, Burlington and Quincy Rail Road Company, and successor company, the Chicago, Burlington & Quincy Railroad Company.

CONTRACT WITH AND CONVEYANCE TO JOY AND BROOKS, AGENTS

(St. David-Lewistown)

Of date November 4, 1861, by deed, The Peoria and Hannibal Railroad Company conveyed its roadbed, right of way and material on hand to James F. Joy and J. W. Brooks, who acted as agents for The Chicago, Burlington and Quincy Rail Road Company. Under this agreement means were provided to complete and equip that section of the road from St. David to Lewistown.

CONVEYANCE BY AGENTS TO C. B. & Q. R. R. Co. (St. David-Lewistown)

By deed, dated November 6, 1861, James F. Joy and J. W. Brooks conveyed the line extending from St. David to Lewistown to The Chicago, Burlington and Quincy Rail Road Company.

CONTRACT WITH AND CONVEYANCE TO JOY, AGENT

(Lewistown-Rushville)

Of date April 25, 1868, in order to secure the construction of the extension from Lewistown to Rushville, this company executed a contract with James F. Joy, who acted as agent for the Chicago, Burlington & Quincy Railroad Company, whereby The Peoria and Hannibal Railroad Company conveyed to Joy all of its property, rights and franchises, the said Joy on his part agreeing to provide the means to construct and equip the road and afterwards to operate it.

CONVEYANCE BY JOY TO C. B. & Q. R. R. Co. (Lewistown-Rushville)

By deed dated May 7, 1868, James F. Joy, Agent, conveyed the extension from Lewistown to Rushville to the Chicago, Burlington & Quincy Railroad Company.

CONFIRMATORY LEASE

By lease dated March 15, 1899, for twenty-five years, The Peoria and Hannibal Railroad Company confirmed its conveyances of date November 4, 1861, and April 25, 1868, to the agents of the Burlington Company.

CONFIRMATORY DEED

By deed dated June 1, 1899, this company confirmed its previous conveyances as above particularly set out, and conveyed its corporate rights and franchises to the Burlington Company.

CORPORATE EXISTENCE

This corporation is still in existence, but is inactive.

CORPORATE RECORDS

Such corporate records as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

MILEAGE CONSTRUCTED UNDER CHARTER GRANTED TO THE PEORIA AND HANNIBAL RAILROAD CO.

FROM	TO	COMMENCED	OPENED	MILEAGE
St. David.....	Lewistown.....	Prior to 1860.....	June 1, 1862.....	10.07
Lewistown.....	Rushville.....	April 5, 1868.....	July 18, 1869.....	32.61
			Total.....	42.68

CHAIN OF TITLE

- (1) Incorporated as the Macomb, Vermont and Bath Railroad Company under Special Act, in force February 11, 1853.
- (2) By change of name became The Peoria and Hannibal Railroad Company by an Amendment, in force February 24, 1854.
- (3) Conveyance by The Peoria and Hannibal Railroad Company of its road under construction from a point four miles south of Canton to Lewistown to James F. Joy and J. W. Brooks (agents for The Chicago, Burlington and Quincy Rail Road Company), by deed dated November 4, 1861.
- (4) Conveyance by J. W. Brooks and James F. Joy of the railroad from a point four miles south of Canton to Lewistown, to The Chicago, Burlington and Quincy Rail Road Company by deed dated November 6, 1861.
- (5) Conveyance by The Peoria and Hannibal Railroad Company of the extension from Lewistown to Rushville, under construction, to James F. Joy (agent for the Chicago, Burlington & Quincy Railroad Company), by deed dated April 25, 1868.
- (6) Conveyance by James F. Joy of the above extension, from Lewistown to Rushville, to the Chicago, Burlington & Quincy Railroad Company by deed dated May 7, 1868.
- (7) Affirmance of conveyances:
 - (a) From The Peoria and Hannibal Railroad Company to James F. Joy and J. W. Brooks, agents, of date November 4, 1861.
 - (b) From James F. Joy and J. W. Brooks, agents, to The Chicago, Burlington and Quincy Rail Road Company, of date November 6, 1861.
 - (c) From The Peoria and Hannibal Railroad Company to James F. Joy, agent, of date April 25, 1868.
 - (d) From James F. Joy, agent, to the Chicago, Burlington & Quincy Railroad Company, of date May 7, 1868.
 - (i) By lease from The Peoria and Hannibal Railroad Company to the Chicago, Burlington & Quincy Railroad Company, of date March 15, 1899.
 - (ii) By deed from The Peoria and Hannibal Railroad Company to the Chicago, Burlington & Quincy Railroad Company, of date June 1, 1899.

C. B. & Q. R. R. CO. CHARTER FILED
IN OTHER STATES

Pursuant to provisions in the laws of the States into which the Burlington Company has extended its lines and acquired roads built under authority of corporations of those States, the Charter of the Company has been filed therein as follows:

STATE.	DATE WHEN FILED WITH SECRETARY OF STATE.
COLORADO.....	August 6, 1886.
IOWA.....	July 27, 1900.
KANSAS.....	February 20, 1888.
MINNESOTA.....	September 5, 1899. Permit to do business issued for 30 years.
MISSOURI.....	May 1, 1901. Permit issued for 70 years from February 12, 1849.
MONTANA.....	December 6, 1884.
NEBRASKA.....	April 11, 1888.
SOUTH DAKOTA.....	January 20, 1900.
WISCONSIN.....	September 4, 1899.
WYOMING.....	November 5, 1909.

PROPRIETARY COMPANIES EAST OF THE MISSISSIPPI RIVER

1. THE QUINCY AND CHICAGO RAILROAD COMPANY.
Northern Cross Railroad Company.
2. ST. CHARLES AIR LINE.
3. OTTAWA, OSWEGO AND FOX RIVER VALLEY RAILROAD COMPANY.
4. THE ILLINOIS GRAND TRUNK RAILWAY.
Camanche, Albany & Mendota Rail Road Company.
The Joliet and Terre Haute Railroad Company.
Illinois Grand Trunk Railway Company.
5. AMERICAN CENTRAL RAILWAY.
Western Air Line Railroad Company.
6. THE DIXON AND QUINCY RAILROAD COMPANY.
7. DIXON, PEORIA AND HANNIBAL RAILROAD COMPANY.
8. THE CARTHAGE AND BURLINGTON RAILROAD COMPANY.
9. THE QUINCY AND WARSAW RAILROAD COMPANY.
10. THE QUINCY, ALTON AND ST. LOUIS RAILWAY COMPANY.
11. THE CHICAGO AND IOWA RAILROAD COMPANY.
The Ogle and Carroll County Railroad Company.
The Chicago, Rockford and Northern Railroad Company.
12. THE CHICAGO AND ROCK RIVER RAILROAD COMPANY.
13. ILLINOIS VALLEY AND NORTHERN RAILROAD COMPANY.
14. JOLIET, ROCKFORD & NORTHERN RAILROAD COMPANY.
15. GALESBURG & RIO RAILROAD COMPANY.
16. FULTON COUNTY NARROW GAUGE RAILWAY COMPANY.
Fulton County Extension Railway Company.
17. ST. LOUIS, ROCK ISLAND AND CHICAGO RAILROAD COMPANY.
The Rock Island and Alton Railroad Company.
The St. Louis, Alton and Rock Island Railroad Company.
The Rockford, Rock Island and St. Louis Railroad Company.
The Orion and Minersville Railroad Company.
18. THE JACKSONVILLE AND SAINT LOUIS RAILWAY COMPANY.
The Illinois Farmers' Railroad Company.
The Jacksonville, North Western and South Eastern Railway Company.
The Jacksonville Southeastern Railway Company.
The Jacksonville, Louisville & St. Louis Railway Company.
Jacksonville & Concord Railway Company.
19. FENTON AND THOMSON RAILROAD COMPANY.
20. NORTHERN AND SOUTHERN ILLINOIS RAILROAD COMPANY.
21. HERRIN & SOUTHERN RAILROAD COMPANY.
22. FRANKLIN & WAVERLY RAILWAY COMPANY.
23. CENTRALIA & SANDOVAL RAILROAD COMPANY.

The Quincy and Chicago Railroad Company

I—NORTHERN CROSS RAILROAD COMPANY
II—THE QUINCY AND CHICAGO RAILROAD COMPANY

I

Northern Cross Railroad Company

INCORPORATION

Incorporated by a Special Act of the Illinois Legislature, approved February 10, 1849, and in force April 13, 1849. Authorized to construct a railroad between the following points:

“ . . . commencing at any convenient point on the west bank of the Illinois River opposite the town of Meredosia, and extending from thence . . . to the Mississippi River at the City of Quincy . . . ”

By a supplemental Act, of date February 1, 1851, the company was authorized to construct a branch line as follows:

“ . . . commencing at any convenient point on said Northern Cross Railroad, in the County of Adams, and running thence on the most eligible, beneficial, expedient and practicable route through the Military Bounty Tract, and terminating at the most convenient and eligible point at or near the southern termination of the Illinois and Michigan Canal; . . . ”

The route of the branch line as described in the Amendment was further modified by a Special Act, in force June 21, 1852, which authorized this company

“ . . . to terminate the lateral branch of said road at any point where the said railroad may connect with any other railroad extending northward to the City of Chicago. Anything in the Act to which this is an Amendment to the contrary notwithstanding.”

ORGANIZATION

Company was organized at Quincy, Illinois, February 15, 1850, by the election of directors.

TERMINI AND DESCRIPTION

BRANCH LINE: From Quincy, Illinois, northeasterly to a connection with the Central Military Tract Railroad at Galesburg, Illinois, a distance (first main) of 99.91 miles, all in Illinois.

CONSTRUCTION

No records are available to show when construction of this line commenced. On January 19, 1855, twenty miles of the road from Quincy northeasterly had been completed; the road was completed to Galesburg and placed in operation January 31, 1856.

OPERATION

Operated from date of completion (January 31, 1856) and until February 10, 1857, by this company.

For operation after February 10, 1857, see "Operation," The Quincy and Chicago Railroad Company.

CHANGE OF NAME

By the terms of an Act of the Illinois Legislature, in force February 10, 1857, the name of the Northern Cross Railroad Company was changed to, The Quincy and Chicago Railroad Company.

II

The Quincy and Chicago Railroad Company

INCORPORATION

Formed by change of name under provisions of a Special Act of the Illinois Legislature, in force February 10, 1857.

ORGANIZATION

First meeting of this company was held at Quincy, Illinois, May 15, 1857.

TERMINI AND DESCRIPTION

This company was, from the date of its organization, the owner of the railroad built by the Northern Cross Railroad Company, and extending from Quincy, Illinois, northeasterly to a connection with the Central Military Tract Railroad at Galesburg, a distance (first main) of 99.91 miles.

CONSTRUCTION

This company did not build any main line mileage.

OPERATION

This company operated its railroad from February 10, 1857, until April 10, 1857. Effective April 10, 1857, this company and The Chicago, Burlington and Quincy Rail Road Company entered into an agreement whereby the two companies were united in a common operative management, in order to form a through line between Quincy and Chicago. This agreement was continued in force by the Trustees after they took possession of the road, May 27, 1857, and until April 23, 1864, when the property was purchased by The Chicago, Burlington and Quincy Rail Road Company. For operation subsequent to June 24, 1864, see the Chicago, Burlington & Quincy Railroad Company.

RECEIVERSHIP

Of date July 1, 1853, the Northern Cross Railroad Company (predecessor of The Quincy and Chicago Railroad Company) had executed a trust deed to J. M. Forbes, John Eliot Thayer and Louis F. Von Hoffman, Trustees. Because of a default in payment of the

interest on the bonds secured by the said trust deed and in accordance with the terms thereof, the railroad property owned by the company, of date May 27, 1857, was turned over to the said trustees.

FORECLOSURE OF TRUST DEED

By decree entered September 28, 1863, in the Circuit Court of Knox County, Illinois, said trust deed, of date July 1, 1853, was foreclosed and the railroad ordered sold, the date of sale being April 28, 1864.

MASTER'S DEED

Of date July 30, 1865, at the expiration of the redemption period, Edward P. Williams, Master in Chancery, in pursuance of said decree, deeded the railroad property and franchises, formerly the property of The Quincy and Chicago Railroad Company, to the Chicago, Burlington & Quincy Railroad Company.

CORPORATE EXISTENCE

No effort was made after sale of April 28, 1864, to maintain the corporate existence of The Quincy and Chicago Railroad Company.

CHAIN OF TITLE

- (1) Northern Cross Railroad Company, incorporated under Special Act of the Illinois Legislature, in force April 13, 1849.
- (2) By Special Act of the Illinois Legislature, in force February 10, 1857, the name of the Northern Cross Railroad Company was changed to The Quincy and Chicago Railroad Company.
- (3) Possession of the railroad and all other property belonging to The Quincy and Chicago Railroad Company given to the trustees of the second mortgage (J. M. Forbes, John Eliot Thayer and Louis F. Von Hoffman) on May 27, 1857, in accordance with the terms of a trust deed, of date July 1, 1853, because of default in payment of interest.
- (4) Foreclosure of the second mortgage covering all the property of The Quincy and Chicago Railroad Company in the Circuit Court of Knox County, Illinois, September 28, 1863, and decree entered ordering the sale of the said railroad, which was done April 28, 1864.
- (5) Master's deed (Edward P. Williams) conveying all the railroad property and franchises formerly the property of The Quincy and Chicago Railroad Company to the Chicago, Burlington & Quincy Railroad Company July 30, 1865.

St. Charles Air Line

CHARTER AUTHORITY

This is not a corporation, but is a tract of land and a bridge over the Chicago River, with tracks thereon, owned in fee simple, jointly as tenants in common, by the four railroad companies hereinafter named.

The purpose in building the tracks which are now known as the St. Charles Air Line, and especially the bridge over the Chicago River at the west end thereof, was to connect the Galena & Chicago Union Railroad (now the Chicago & North Western Railway) and the Chicago, Burlington & Quincy Railroad with the Illinois Central Railroad, in order to enable those railroads to run their trains into the station of the Illinois Central Railroad Company, then situated at Lake Street, Chicago. Said station was constructed by the Illinois Central and Michigan Central Railroad Companies, and opened June 12, 1856. During the same month the other tenant railroad companies started to occupy the station.

The construction of the St. Charles Air Line was authorized by an Act of the Illinois Legislature, passed June 22, 1852, to amend the charter of the Illinois Central Railroad Co., and by an Ordinance of the City of Chicago, passed June 14, 1852, and a contract or stipulation with the City of Chicago dated March 28, 1853.

On June 7, 1852, a resolution was passed by the Common Council of Chicago, reciting the fact that proceedings were then pending before it for location of the Illinois Central Railroad within its limits, and that it was desirable that a branch from said railroad should be constructed from a point on the same at or near Twelfth Street, to the south branch of the Chicago River, and to such other points as may be stipulated between the City of Chicago and said Company; but, inasmuch as the right to build and operate such branch is not clearly conferred upon the company by its charter, the City Council united with the Illinois Central Railroad Company and petitioned the Legislature of Illinois to amend the charter of the said Railroad Company so as to confer upon it the power to construct and operate such branch.

The Ordinance passed by the Common Council of Chicago, June 14, 1852, granted the Illinois Central Railroad Company permission to construct and maintain its road within the city limits, and to locate and construct a line of road from Twelfth Street to, and across, the south branch of the Chicago River, and thence north to Kinzie Street. This Ordinance was embraced in, and became a part of, the contract

between the City of Chicago and the Illinois Central Railroad Company, dated March 28, 1853.

The Legislature of Illinois, on June 22, 1852, amended the charter of the Illinois Central Railroad Company and authorized it

“ to locate, construct and operate a lateral branch or track from its eastern branch, as now located at or near Twelfth Street, in the City of Chicago, to the south branch of the Chicago River, on such terms and conditions and in such manner as may be stipulated between the Common Council of said City of Chicago and the said Company.”

See Ordinances of the City of Chicago, December 15, 1852, and August 8, 1853.

On August 23, 1855, Mr. R. B. Mason, Engineer of the Illinois Central Railroad Company, petitioned the City of Chicago, reciting that by Section 4 of the Ordinance of June 14, 1852, permission was given to the Company to construct and maintain a side track from its main track, etc., reciting further, that the Company desires to construct such side track from its main track to the south branch without proceeding through Twelfth Street or any other street, but on a line 190 feet north of North Street, for the reason that the proposed line would be nearly one-half mile farther from the business district of the city than Twelfth Street; and also, by procuring a right of way crossing the streets at right angles, they would, as far as possible, obviate the objection of running through the streets and occupying the same for said tracks.

On August 27, 1855, the city passed a resolution prescribing that the said branch line should commence

“ at the south branch of the Chicago River, about 190 feet north of North Street, and proceeding thence easterly upon such land as the company may procure by purchase or otherwise, to, and intersect with, its main track upon the lake shore.”

The Legislature of Illinois, by an Act approved February 16, 1865, legalized the ownership of the four railroads interested in the Air Line. This Act made it lawful for the four above named railroad companies

“ to own jointly and jointly to maintain and operate that piece of railroad situated in the City of Chicago and County of Cook, now constructed and used by them, extending from a point on the west bank of the south branch of the Chicago River, north and near Eighteenth Street, where their railroad bridge now crosses said branch, eastward to the junction with the Illinois Central Railroad Company, at or near the roundhouse of the latter company, with authority jointly to own and maintain the said bridge across the said south branch of the Chicago River, and the right of way and land upon which said railroad is constructed, together with such side-tracks and other tracks forming connections with other railroads as now are, or may hereafter be, constructed and used by them in connection with said piece of railroad.”

TERMINI AND DESCRIPTION

From the west bank of the south branch of the Chicago River, near Sixteenth Street, thence easterly and northerly to a connection with the Illinois Central Railroad at the north line of Block Twenty-one (21) in

the North West fractional quarter of Section Twenty-two (22), Township Thirty-nine (39) North, Range Fourteen (14) East, near Twelfth (12th) Street, Chicago, a distance of seventy-one hundredths (0.71) miles.

CONSTRUCTION

The original right of way was acquired by the Illinois Central Railroad Company about the year 1855. The tracks were constructed by the Illinois Central Railroad Company in conjunction with the Chicago, Burlington & Quincy Railroad Company, the Michigan Central Railroad Company and the Galena & Chicago Union Railroad Company (now the Chicago & North Western Railway Company).

Construction on the line commenced in May, 1855, and it was completed and opened for traffic in May, 1856: tracks elevated in 1899.

OPERATION

St. Charles Air Line is operated jointly by the four owners, under the supervision of the Illinois Central Railroad Company.

DEEDS TO THE RAILROAD COMPANIES

For the convenience of the parties, the titles to the land purchased for the St. Charles Air Line were originally taken in the name of George Sedgwick and John W. Brooks. Of date March 1, 1864, the said parties conveyed to the four railroad companies the land so acquired by them, and as described in the deeds of conveyance, and from that time the land, tracks, bridge and appurtenances have been held by each of the several owners as tenants in common, each owning an undivided one-fourth interest in the said property.

OWNERSHIP

At the present time each of the following named railroad companies has an undivided one-fourth interest, as tenants in common, in this piece of road:

- Illinois Central Railroad Company.
- Chicago, Burlington & Quincy Railroad Company.
- Michigan Central Railroad Company.
- Chicago & North Western Railway Company.

CORPORATE RECORDS

Copies of the various legislative acts, and of the deeds and other instruments bearing on the history and ownership of the St. Charles Air Line, are in custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

Ottawa, Oswego and Fox River Valley Railroad Company

INCORPORATION

Incorporated by Special Act of the Illinois Legislature, in force August 22, 1852. The company was authorized to construct and operate a railroad between the following points, to wit:

“from the town of Ottawa, in La Salle County, to the town of Elgin, in Kane County, by way of the village of Oswego, in Kendall County, running along the Fox River Valley, by the most direct and eligible route . . . And also from the said town of Ottawa, running in a southerly direction to any point on any railroad running northerly from Bloomington, in McLean County, or to any point on the Alton and Sangamon Railroad, or both.”

ORGANIZATION

Most of the records of the company were destroyed in the Chicago fire of 1871, but this company was organized at Newark, in Kendall County, Illinois, August 24, 1852. In May, 1866, the company was reorganized.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad near Montgomery, Illinois, thence southerly to Streator, Illinois, a distance (first main) of 67.53 miles; also from a connection with the Chicago, Burlington & Quincy Railroad near Aurora (Geneva Switch), thence northerly to Geneva, Illinois, a distance (first main) of 9.46 miles.

Prior to October, 1867, this company completed and placed in operation a standard gauge railroad from Streator, Illinois, westerly to a connection with the Illinois Central Railroad at Wenona, Illinois, but no portion of this line from Streator to Wenona was acquired by the Chicago, Burlington & Quincy Railroad Company.

Total mileage originally constructed, subsequently owned by the Burlington Company, 67.99 miles, all in Illinois.

ABANDONMENT OF PART OF SECTION: That portion of the line from West Batavia to Geneva, 2.16 miles, was abandoned on or about June 30, 1907.

Mileage (first main) after abandonment as above noted, 65.83 miles.
No branch lines were constructed.

CONSTRUCTION

Preliminary surveys were made in 1866, but actual construction north of Streator was not commenced until the spring of 1869, and that portion, Montgomery to Streator, was completed and opened for traffic January 15, 1871, and from Aurora (Geneva Switch) to Geneva, May 1, 1871.

OPERATION

This company did not operate the railroad constructed in its name. The road was operated from the date of its completion and until June 1, 1899, by the Chicago, Burlington & Quincy Railroad Company, as lessee; operated since June 1, 1899, by the Burlington Company as owner by deed.

LEASE TO C. B. & Q. R. R. Co.

Of date August 20, 1870, this company leased all of its railroad built and to be built in perpetuity to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. Co.

By deed, dated June 1, 1899, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its railroad property and franchises.

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated as Ottawa, Oswego and Fox River Valley Railroad company under Special Act of the Illinois Legislature, in force August 22, 1852.
- (2) Leased in perpetuity to the Chicago, Burlington & Quincy Railroad Company, August 20, 1870.
- (3) Deeded to the Chicago, Burlington & Quincy Railroad Company, June 1, 1899.

Illinois Grand Trunk Railway

- I—CAMANCHE, ALBANY & MENDOTA RAIL ROAD COMPANY
- II—THE JOLIET AND TERRE HAUTE RAILROAD COMPANY
- III—ILLINOIS GRAND TRUNK RAILWAY COMPANY (Original company)
- IV—THE ILLINOIS GRAND TRUNK RAILWAY (New company)

I

Camanche, Albany & Mendota Rail Road Company

INCORPORATION

This company was incorporated under the General Law of Illinois by Articles dated July 31, 1856, and filed with the Secretary of State, September 11, 1856. Article 5 describes the route as follows, to wit:

“ . . . from Mendota, in La Salle County, to Albany, in the County of Whiteside, State of Illinois, by the most eligible route for the same in the Counties of La Salle, Bureau, Lee and Whiteside.”

A Special Act, in force January 30, 1857, legalized all acts done and contracts entered into by this company prior to the passage of the Act.

ORGANIZATION

Organized at Albany, Illinois, July 31, 1856, by the election of officers.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build, but it did considerable preliminary work and acquired a right of way from Mendota, Illinois, westerly to Albany, Illinois.

CONSOLIDATION

Of date June 1, 1859, this company consolidated with The Joliet and Terre Haute Railroad Company, the consolidated corporation taking the name, Illinois Grand Trunk Railway Company.

II

The Joliet and Terre Haute Railroad Company

INCORPORATION

This company was incorporated by Special Act of the Illinois Legislature, in force June 23, 1852.

By Section 1 it was authorized to construct a railroad:

“ From Joliet, in Will County, in the direction of the City of Terre Haute, in the State of Indiana, by the most direct and eligible route to the east line of the State of Illinois.”

Section 13 of the Act empowered the company

“to unite this railroad with any other railroad now constructed or which may hereafter be constructed, either in this State or in the State of Indiana, upon such terms as may be mutually agreed upon between the companies so connecting; and for that purpose full power is hereby given to said company to make and execute such contracts with any other company as will secure the objects of such connection.”

By an Amendment, in force February 28, 1854, the company was authorized to construct the following line:

“Commencing at Joliet, in Will County, and running in a westerly direction by the way of Newark, in Kendall County, to the Junction of the Illinois Central Military Tract with the Chicago & Aurora Railroad.”

ORGANIZATION

The records of this company are not available, and it is impossible to give the date of its organization.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build, but it did some construction work and acquired a right of way from Mendota easterly toward Joliet, Illinois.

CONSOLIDATION

Of date June 1, 1859, this company consolidated with the Camanche, Albany & Mendota Rail Road Company, the consolidated corporation taking the name, Illinois Grand Trunk Railway Company.

III

Illinois Grand Trunk Railway Company (Original Company)

INCORPORATION

Formed by consolidation of The Joliet and Terre Haute Railroad Company and the Camanche, Albany & Mendota Rail Road Company, the said Articles being dated June 1, 1859, and filed with the Secretary of State for Illinois, June 8, 1859.

ORGANIZATION

Organized June 1, 1859, at Mendota, Illinois, by the election of officers.

CONSTRUCTION

There is nothing of record to show what amount of construction work this company did, but it probably did some grading on the line from Mendota to Albany and acquired additional portions of the right of way along that line.

RECEIVERSHIP

Of date July 20, 1864, in a case wherein Charles F. Lusk, Executor,

was the complainant, and this railroad company defendant, the United States Circuit Court for Northern District of Illinois appointed J. Tilden Moulton as Receiver, and placed him in possession of all the property of the Illinois Grand Trunk Railway Company. Subsequently, Philip A. Hoyne, Commissioner, appointed by the said court to make a conveyance to the Receiver, should the company fail to so do, made such conveyance, it being dated August 5, 1864.

CONVEYANCE BY RECEIVER

By deed dated February 21, 1865, J. Tilden Moulton, as Receiver, conveyed to James Aikin all of the railroad property and franchises formerly belonging to the Illinois Grand Trunk Railway Company.

CONVEYANCE BY THE PURCHASER

By deed dated September 26, 1870, James Aiken (Aikin) conveyed by deed to Joseph V. Thompson the roadbed, depot grounds, stations and right of way of the said railway from Joliet to Albany, the said grantor reserving to himself all of the evidences of indebtedness of the said company.

DEED TO ILLINOIS GRAND TRUNK RAILWAY

By deed, dated November 23, 1870, Joseph V. Thompson and wife conveyed to the Illinois Grand Trunk Railway (new company) all of the roadbed, depot grounds, stations, right of way and corporate rights and franchises of the old Illinois Grand Trunk Railway Company extending from Albany to Joliet, Illinois.

IV

The Illinois Grand Trunk Railway (New Company)

INCORPORATION

This company was incorporated by Special Act, in force February 28, 1867.

Section 1 authorized the company to construct a railroad between the following points, to wit:

“From some point or points on the Mississippi River either at Rock Island, Fulton, or any intermediate point or points, to Prophetstown, Mendota, Newark, the Village of Lisbon, Grintown and Joliet to Chicago, or to any desirable point on the Indiana State line; the said railroad to be built on or near the boundary line of the old Illinois Grand Trunk Railway as nearly as may be practicable, from Prophetstown to Joliet.”

Section 2 of the original Act provided as follows:

“Said corporation shall have the right to negotiate for and purchase the road and right-of-way of the late or old ‘Illinois Grand Trunk Railway’ from Albany, in Whiteside County, to Joliet, in Will County, and each and all of the corporate rights, franchises and privileges of said old Illinois Grand Trunk Railway, and to go on and build and complete the same when so purchased to all intents and purposes the same as said Illinois Grand Trunk Railway might have

done had the organization thereof been kept up; but nothing in this Act shall be construed to make the corporation hereby formed liable in any way or manner to pay the debts of said old Illinois Grand Trunk Railway, and all rights, privileges, franchises and property which have lapsed and reverted to the State of Illinois from the failure of the Illinois Grand Trunk Railway are hereby granted and vested in the corporation created by this Act."

Section 9 of the original Charter provides as follows:

" . . . or the company hereby formed may lease or sell their road to any company, either in or out of this State, who will agree to furnish the capital to finish, build, construct, furnish and equip said railroad to completion for practical use, and that such purchasing or leasing company may go on and build said railroad and work the same with like power and effect and in the name of the company hereby formed."

ORGANIZATION

Most of the records of this company were destroyed in the Chicago fire of 1871, and it is impossible to give the date of its organization.

ACQUISITION BY DEED

By deed, dated November 23, 1870, this company purchased from Joseph V. Thompson all of the right of way, corporate franchises and roadbed of the old or original Illinois Grand Trunk Railway Company.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad near Mendota, Illinois, thence westerly to Prophetstown, Illinois, a distance (first main) of 45.34 miles.

MAIN LINE EXTENSION: (See "Extensions by C. B. & Q.," this company.) From the terminus of the line above described at Prophetstown, thence northwesterly to East Clinton, Illinois, a distance (first main) of 17.09 miles.

MAIN LINE EXTENSION: From the terminus of the extension above described at East Clinton, Illinois, thence northerly to a connection with the Chicago, Burlington & Northern Railroad (afterwards the Chicago, Burlington & Quincy Railroad) at Fulton, Illinois, a distance (first main) of 1.95 miles.

Total mileage constructed by and in the name of this company, 64.38 miles, all in Illinois. No branch lines were constructed.

CONSTRUCTION

Construction on the line from Mendota to Prophetstown had been carried on by the predecessors of this company, but, beginning in October, 1870, the work was actively carried on and the line was completed and opened for traffic to Prophetstown on May 14, 1871.

LEASE TO C. B. & Q. R. R. Co.

Of date October 1, 1870, this company leased for ninety-nine years all of its railroad, built and to be built, to the Chicago, Burlington & Quincy

Railroad Company, and by the terms of this lease and of Section 9 of the original Charter (as hereinbefore set out) the Burlington Company was given the option of constructing that portion of the road between Prophetstown and Fulton, Illinois.

EXTENSIONS BY THE C. B. & Q. R. R. Co.

The main line extension from Prophetstown to East Clinton was commenced in October, 1871, and completed to East Clinton and placed in operation July 23, 1872.

The main line extension from East Clinton to Fulton, Illinois, was commenced in October, 1882, and completed and opened for traffic to Fulton, January 10, 1883.

OPERATION

This company did not operate any portion of the railroad it constructed, or which was constructed in its name, but the said road was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company: until June 1, 1899, as lessee; since that date, as owner by deed.

DEED TO C. B. & Q. R. R. Co.

By deed dated June 1, 1899, this company conveyed all of its property and franchises to the Chicago, Burlington & Quincy Railroad Company.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Camanche, Albany & Mendota Rail Road Company, incorporated under the General Law of Illinois by Articles dated July 31, 1856.
- (2) The Joliet and Terre Haute Railroad Company, incorporated by Special Act of the Illinois Legislature of date June 23, 1852.
- (3) Consolidation, of date June 1, 1859, of Camanche, Albany & Mendota Rail Road Company and The Joliet & Terre Haute Railroad Company, the consolidated company taking the name "Illinois Grand Trunk Railway Company."
- (4) Receiver appointed (J. Tilden Moulton) by United States Circuit Court for the Northern District of Illinois by decree entered July 20, 1864, on a complaint of creditors and possession of the railroad delivered to him.

- (5) Deed, of date August 5, 1864, from Philip A. Hoyne, Special Commissioner, conveying to J. Tilden Moulton, Receiver, all the property formerly belonging to the original Illinois Grand Trunk Railway Company.
- (6) Deed, of date February 21, 1865, by J. Tilden Moulton, Receiver, conveying to James Aiken all of the corporate rights and franchises of the original Illinois Grand Trunk Railway Company.
- (7) Deed, of date September 26, 1870, from James Aiken, conveying to Joseph V. Thompson all of the railroad property and franchises formerly belonging to the original Illinois Grand Trunk Railway Company.
- (8) The Illinois Grand Trunk Railway (new company), incorporated under Special Act of the Illinois Legislature of date February 28, 1867.
- (9) Deed, of date November 23, 1870, from Joseph V. Thompson, conveying to the new The Illinois Grand Trunk Railway all of the railway property and franchises belonging to the old Illinois Grand Trunk Railway Company.
- (10) Lease for ninety-nine years, of date October 1, 1870, by The Illinois Grand Trunk Railway to the Chicago, Burlington & Quincy Railroad Company.
- (11) Deed, of date June 1, 1899, by The Illinois Grand Trunk Railway to the Chicago, Burlington & Quincy Railroad Company.

American Central Railway

I—WESTERN AIR LINE RAILROAD COMPANY
II—AMERICAN CENTRAL RAILWAY

I

Western Air Line Railroad Company

INCORPORATION

Incorporated by a Special Act of the Illinois Legislature, in force February 9, 1853. The company was authorized to construct the following railroad, to wit:

“from the east bank of the Mississippi River, at the town of New Boston, in Mercer County, in this State, thence to the town of Lacon, in the County of Marshall, in this State, thence to the eastern line of this State, in the direction of Fort Wayne, in the State of Indiana.”

ORGANIZATION

Organized at Lacon, Illinois, March 2, 1853, by the election of officers.

CONSTRUCTION

This company acquired a right of way from New Boston, Illinois, easterly toward Lacon, and in 1857 commenced construction work near New Boston, but did not complete any portion of its railroad.

CHANGE OF NAME

An Amendment to the original Charter of this company, in force February 21, 1859, provided as follows, to wit:

“That the name of the said Western Air Line Railroad Company be, and the same is hereby changed to the name ‘American Central Railway’; and the said corporation, by its said new name, shall have all of the powers, privileges, franchises and immunities, and continue in the same rights and relations, as to others, and be liable on its existing contracts the same as it was or could be under its Charter and under the laws of Illinois, before the name was so changed.”

II

American Central Railway

INCORPORATION

Formed as above stated by change of name under the provisions of a Special Act of the Illinois Legislature, in force February 21, 1859.

By an Amendment, in force March 13, 1869, this company (with another) was authorized and empowered as follows:

“to sell and convey, or lease perpetually or for a term of years, the whole or any part of either of their said roads, right-of-way, easements and other property,

real and personal, together with all their rights, privileges and franchises, either before or after the completion of their said roads, or either of them, to any railroad company or corporation now incorporated, or that may be hereafter incorporated, in the State of Illinois, or to any natural person or persons, on such terms and conditions as may be agreed upon between the contracting parties, and any such sale or conveyance or lease shall vest in the railroad company, corporation or other party purchasing or leasing said road, or either of them, or any part of either of them, all rights-of-way, easements and other property, real and personal, owned by or belonging to said railroad companies, or either of them, together with the rights, privileges and franchises so sold and conveyed or leased, or intended to be so sold and conveyed or leased, as fully as if the rights, privileges and franchises had been originally granted to the railroad company, corporation or other party or parties purchasing the same, or as the same may be done by law."

ORGANIZATION

Organized at Lacon, Illinois, March 2, 1859, by the election of officers.

CONSTRUCTION

There is nothing of record to show what construction work took place between the date of the organization of this company (March 3, 1859) and July 1, 1865, but it is probable that considerable grading was done.

SALE BY THE TRUSTEE

Of date June 25, 1859, this company executed a trust deed to Isaac Seymour, Trustee. Because of default in the payment of interest, and in accordance with the provisions of the trust deed, the railroad was sold, of date May 10, 1865, at public auction in New York City, by John P. Yelverton, successor in trust, to James S. Thompson and others, creditors.

REORGANIZATION

At a meeting held at Galva, Illinois, July 1, 1865, said purchasers, as assignees or successors under the original Charter, reorganized the company under its former name and elected directors and officers.

CONSTRUCTION CONTRACT AND LEASE WITH C. B. & Q. R. R. Co.

By an agreement dated October 12, 1868, between the reorganized American Central Railway and the Chicago, Burlington & Quincy Railroad Company (the latter company acting through James F. Joy as agent) funds were provided to construct and equip the road, and said contract also provided for its operation in perpetuity by the Chicago, Burlington & Quincy Railroad Company.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Galva, Illinois, thence westerly to New Boston,

Illinois, a distance (first main) of 50.59 miles. No branch lines were constructed.

CONSTRUCTION

After the execution of the contract, dated October 12, 1868, between the company and the Chicago, Burlington & Quincy Railroad Company, construction work progressed rapidly, and the road was completed and opened for traffic in October, 1869. No part of the right of way and grade east of Galva was utilized by this company in the construction of its road. That part of the grade between Galva and Wyoming was sold to the Peoria and Rock Island Railroad Company in 1869, and that part lying east of Wyoming was abandoned.

OPERATION

The American Central Railway did not operate the line it constructed, but the road was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company; until June 1, 1899, as lessee; since that date as owner by deed.

DEED TO C. B. & Q. R. R. Co.

By deed dated June 1, 1899, this company conveyed all of its railroad property and franchises to the Chicago, Burlington & Quincy Railroad Company.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated as the Western Air Line Railroad Company under Special Act, in force February 9, 1853.
- (2) By change of name became the American Central Railway, by an Act in force February 21, 1859.
- (3) Sold at public auction May 10, 1865, under the provisions of a trust deed, of date June 25, 1859, by John P. Yelverton, successor in Trust, to James S. Thompson, et al., creditors.
- (4) Reorganized as the American Central Railway July 1, 1865, by the purchasers under the Trustee's deed of May 10, 1865.
- (5) Leased to the Chicago, Burlington & Quincy Railroad Company for 999 years by lease, dated October 12, 1868.
- (6) Deeded to the Chicago, Burlington & Quincy Railroad Company by deed, dated June 1, 1899.

The Dixon and Quincy Railroad Company

INCORPORATION

This company was incorporated by a Special Act of the Illinois Legislature, in force March 4, 1869. It was authorized to construct a railroad

“from the City of Dixon, on Rock River, to the City of Quincy, on the Mississippi River; locating said railroad by way of Keithsburg; adopting whatever route between the points named that the Board of Directors may deem most practicable.”

ORGANIZATION

Organized at Keithsburg, Illinois, March 24, 1869, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the American Central Railway (afterwards the Chicago, Burlington & Quincy Railroad) at Arpee, Illinois, thence southerly to a connection with The Rockford, Rock Island and St. Louis Railroad (afterwards the Chicago, Burlington & Quincy Railroad) at Keithsburg, Illinois, a distance (first main) of 5.6 miles, all in Illinois.

No branch lines were constructed.

CONSTRUCTION

This line was opened for business January 17, 1871.

OPERATION

This company did not operate the line constructed in its name, but it was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company; until June 1, 1899, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. Co.

By lease dated November 1, 1870, The Dixon and Quincy Railroad Company leased all of its railroad, built and to be built, for ninety-nine years, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. Co.

In 1899 the company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company by deed, dated June 1, 1899.

CORPORATE RECORDS

Most of the corporate records of the company were destroyed in

the Chicago fire of 1871, but those still intact are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CHAIN OF TITLE

- (1) Incorporated as The Dixon and Quincy Railroad Company under Special Act of the Illinois Legislature, in force March 4, 1869.
- (2) Leased for ninety-nine years to the Chicago, Burlington & Quincy Railroad Company, November 1, 1870.
- (3) Deeded to the Chicago, Burlington & Quincy Railroad Company, June 1, 1899.

Dixon, Peoria and Hannibal Railroad Company

INCORPORATION

This company was incorporated by a Special Act of the Illinois Legislature, in force March 5, 1867. It was authorized to construct a railroad between the following points, to wit:

“from the City of Dixon, in Lee County, to some practicable point on the east side of the Mississippi River, near or opposite the City of Hannibal, in the State of Missouri, with the right to extend a branch road from any point on the main line, by way of Princeton, to some point on the Illinois River, in the County of Bureau or Putnam, and with the right to either run the main line of said railroad to or through the City of Peoria, or to extend a branch road from any point on the main line to said City of Peoria, and to determine and locate the line of said railroad upon such route and line between said points, as may be deemed proper and advantageous by said company.”

ORGANIZATION

Organized at Dixon, Illinois, February 20, 1868, by the election of directors.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Buda, Illinois, thence southerly to a connection with the last named company's railroad at Elmwood, Illinois, a distance (first main) of 44.6 miles, all in Illinois.

No branch lines were constructed.

CONSTRUCTION

Construction commenced in August, 1869, and the line was completed and opened for traffic February 1, 1870.

OPERATION

This company did not operate the railroad constructed under its Charter, but the said railroad was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company; until June 1, 1899, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. Co.

By lease dated July 1, 1869, the Dixon, Peoria and Hannibal Railroad Company leased all of its railroad property, built and to be built, for a period of ninety-nine years to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. Co.

In 1899 the company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company by deed dated June 1, 1899.

CORPORATE RECORDS

The corporate records of this company were destroyed in the Chicago fire of 1871, but certain restorations were made. Such restored records as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CHAIN OF TITLE

- (1) Incorporated as the Dixon, Peoria and Hannibal Railroad Company under Special Act of the Illinois Legislature, in force March 5, 1867.
- (2) Leased for ninety-nine years to the Chicago, Burlington & Quincy Railroad Company, July 1, 1869.
- (3) Deeded to the Chicago, Burlington & Quincy Railroad Company, June 1, 1899.

The Carthage and Burlington Railroad Company

INCORPORATION

This company was incorporated by a Special Act of the Illinois Legislature, in force March 8, 1867. It was authorized to construct a railroad

“from Carthage, in the County of Hancock, to East Burlington, in the County of Henderson, in the State of Illinois, through Dallas City, by such route as said company shall determine.”

ORGANIZATION

Organized at Carthage, Illinois, April 15, 1867, by the election of officers and directors.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad Company at East Burlington, Illinois, thence southerly to a connection with The Quincy and Warsaw Railroad at Carthage, Illinois, a distance (first main) of 30.4 miles, all in Illinois.

No branch lines were built.

CONSTRUCTION

Construction on this line began September, 1867, and it was completed and opened for traffic, January 16, 1870, using part of old grade of Warsaw and Rockford Railroad as authorized in Section 2 of its charter above.

OPERATION

This company did not operate the railroad built under its Charter, but the said road was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company; until June 1, 1899, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. Co.

By lease dated May 1, 1869, and effective upon the completion of its railroad, this company leased all of its road, built and to be built, for ninety-nine years, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. Co.

In 1899 this company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company, the deed being dated June 1, 1899.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CHAIN OF TITLE

- (1) Incorporated as The Carthage and Burlington Railroad Company under Special Charter, in force March 8, 1867.
- (2) Leased to the Chicago, Burlington & Quincy Railroad Company for ninety-nine years by lease dated May 1, 1869.
- (3) Deeded to the Chicago, Burlington & Quincy Railroad Company by deed dated June 1, 1899.

The Quincy and Warsaw Railroad Company

INCORPORATION

This company was incorporated by a Special Act of the Illinois Legislature, in force February 16, 1865. It was authorized to construct a railroad extending

“ from the city of Quincy, in Adams County, to the city of Warsaw, in Hancock County, Illinois, upon some practicable line between said points.”

By an Amendment, of date March 2, 1869, this company was authorized to construct and operate a branch extending

“ from the city of Quincy, in Adams county, in the direction and by way of the town of Mendon, in said county of Adams, to the town of Carthage or the town of Elvaston, in Hancock county.”

ORGANIZATION

Organized at Quincy, Illinois, December 17, 1867, by the election of directors.

TERMINI AND DESCRIPTION

BRANCH LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Quincy, Illinois, thence northerly to a connection with The Carthage and Burlington Railroad at Carthage, Illinois, a distance (first main) of 40.6 miles, all in Illinois.

The main line between Quincy and Warsaw was not constructed.

CONSTRUCTION

Construction commenced in August, 1869, and the line was completed and opened for traffic, December 25, 1870.

OPERATION

This company did not operate the line it built, but the said line was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company; until June 1, 1899, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. Co.

By lease dated December 1, 1870 (supplemented by lease dated May 15, 1876), The Quincy and Warsaw Railroad Company leased all of its railroad, built and to be built, for ninety-nine years, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. Co.

In 1899 this company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company by deed, dated June 1, 1899.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CHAIN OF TITLE

- (1) Incorporated as The Quincy and Warsaw Railroad Company by Special Act, in force February 16, 1867.
- (2) Leased to the Chicago, Burlington & Quincy Railroad Company for ninety-nine years by lease dated December 1, 1870.
- (3) Deeded to the Chicago, Burlington & Quincy Railroad Company by deed dated June 1, 1899.

The Quincy, Alton and St. Louis Railway Company

INCORPORATION

This company was incorporated by a Special Act of the Illinois Legislature, in force March 8, 1867. It was authorized to construct a railroad

“from the City of Quincy, in the State of Illinois, to the City of Alton, in the said state, by way of the township of Payson, and from thence to a point opposite the City of St. Louis.”

Section 15 provides as follows, to wit:

“It shall be lawful for the company created by this Act to unite with any other railroad company which may have been or hereafter shall be incorporated by this state, upon such terms and conditions as the stockholders representing a majority of the stock of each corporation may mutually agree.”

By an Amendment, in force June 19, 1869, this company was authorized

“to construct and operate a branch railroad from any point on the route of the same to and connecting with any railroad built or to be built, extending eastwardly toward the east line of this state.”

ORGANIZATION

Organized at Quincy, Illinois, September 10, 1869, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From Quincy, Illinois, southerly to a connection with the Chicago & Alton Railroad at Pike, Illinois, a distance (first main) of 43.01 miles.

BRANCH LINE: From a connection with the main line above described at Fall Creek, Illinois, thence westerly to a connection with the Wabash Railroad at East Hannibal, Illinois, a distance (first main) of 4.7 miles.

Total mileage constructed, 47.71 miles, all in Illinois.

CONSTRUCTION

Construction on the main line commenced in June, 1871, and it was completed to Pike and opened for traffic December 10, 1871.

The branch line from Fall Creek to East Hannibal was built during 1873, being opened for traffic August 10, 1873.

OPERATION

This company operated its main and branch line roads from the date of their completion and until February 1, 1876; operated from February 1, 1876, until June 1, 1899, by the Chicago, Burlington &

Quincy Railroad Company, as lessee; operated since June 1, 1899, by the Burlington Company as owner by deed.

At the present time the Burlington Company does not operate the branch line extending from Fall Creek to East Hannibal, but this line is operated exclusively by the Wabash Railway Company.

LEASE TO C. B. & Q. R. R. Co.

Of date February 1, 1876, The Quincy, Alton and St. Louis Railway Company leased all of its lines in perpetuity to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. Co.

In 1899 this company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company by deed dated June 1, 1899.

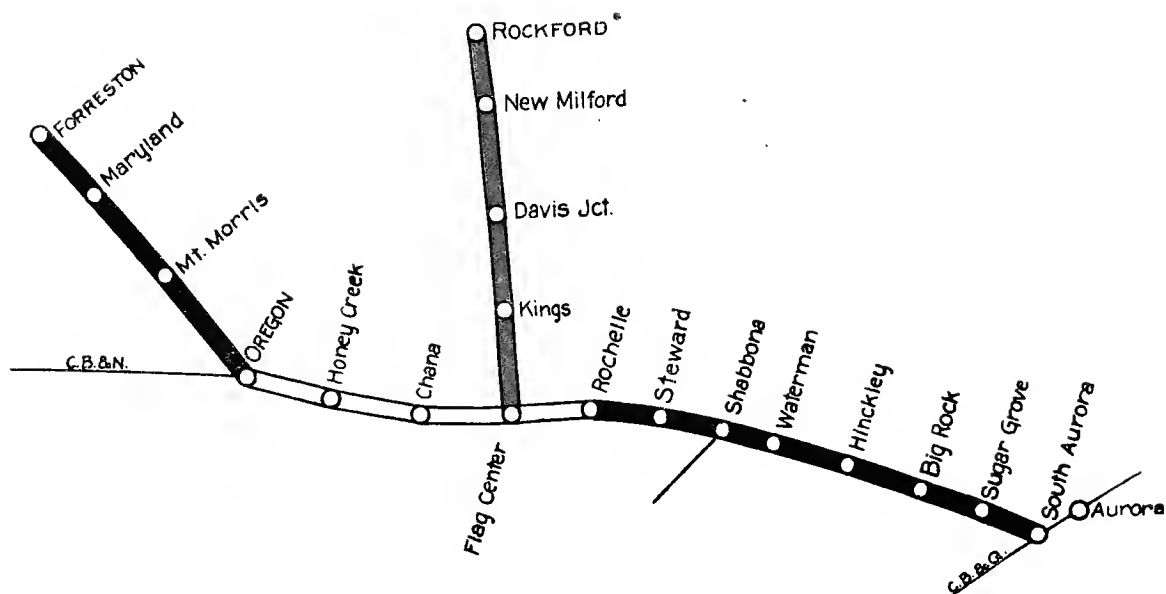
CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CHAIN OF TITLE

- (1) Incorporated as The Quincy, Alton and St. Louis Railway Company by Special Act, in force March 8, 1867.
- (2) Leased in perpetuity to the Chicago, Burlington & Quincy Railroad Company, of date February 1, 1876.
- (3) Deeded to the Chicago, Burlington & Quincy Railroad Company by deed dated June 1, 1899.

The Chicago and Iowa Railroad



Deeded to C. B. & Q. June 1, 1899.

South Aurora to Rochelle, 45 miles.

Oregon to Forreston, 18.20 miles.

The Chicago and Iowa. Begun at point near Aurora March, 1869.
Completed to Rochelle, January, 1871. Begun at Oregon, summer,
1871. Completed to Forreston January 1, 1872.

Rochelle to Oregon, 15.24 miles.

The Ogle and Carroll County Railroad Co. Begun January, 1868.
Completed April 3, 1871, and on that date consolidated with C. & I.

Flag Center to Rockford, 23.50 miles.

The Chicago, Rockford and Northern Railroad Co. Begun in 1874.
Completed July 1, 1875. Conveyed to C. & I. by deed dated January
1, 1892.

The Chicago and Iowa Railroad Company

- I—THE OGLE AND CARROLL COUNTY RAILROAD COMPANY
- II—THE CHICAGO, ROCKFORD AND NORTHERN RAILROAD COMPANY
- III—THE CHICAGO AND IOWA RAILROAD COMPANY

I

The Ogle and Carroll County Railroad Company

INCORPORATION

This company was incorporated by Special Act of the Illinois Legislature, in force February 18, 1857. Section 2 authorized the construction and operation of a railroad.

“from the town of Lane, in the county of Ogle and State of Illinois, to the town of Oregon, in said county; from thence to the town of Mount Morris; from thence, on the most eligible and direct route, to or near the town of Mount Carroll, in the County of Carroll; and from thence to the Mississippi River; and also the right to construct said railroad east, from Oregon to the City of Chicago, in said state.”

An Amendment, in force February 24, 1859, authorizes the construction of a railroad

“from the east bank of Rock River, opposite the town of Oregon, in Ogle County, Illinois; from thence, on the most eligible route, to the Galena & Chicago Union Air Line Railroad.”

An Amendment in force March 30, 1869, authorized the building of a railroad as follows:

“That the first division of said road shall commence on the east bank of Rock River, opposite the town of Oregon, in said County of Ogle; from thence, on the most eligible route, to a connection with the Chicago & North Western Railway, or with any other railroad leading to the City of Chicago, and the second division commencing at said point, opposite the said town of Oregon, and running thence in a westerly direction, on the most eligible route to the Mississippi River.”

ORGANIZATION

Organized at Oregon, Illinois, January 24, 1860, by the election of officers and directors.

TERMINI AND DESCRIPTION

MAIN LINE: From Rochelle westerly to Oregon, Illinois, a distance (first main) of 16.24 miles.

CONSTRUCTION

Construction on the line commenced at Rochelle in January, 1868,

and the road was completed to Oregon and placed in operation April 3, 1871.

OPERATION

This company did not operate the railroad it constructed. For the operation of this line, see "Operation," The Chicago and Iowa Railroad Company (Consolidated).

MERGER

By terms of agreement between this company and The Chicago and Iowa Railroad Company, dated June 1, 1870, and effective upon completion of The Ogle and Carroll County Railroad Company's line from Rochelle to Oregon (April 3, 1871), a merger was effected merging the property of this company into The Chicago and Iowa Railroad Company, pursuant to provisions in the special charters of the two companies.

II

The Chicago, Rockford and Northern Railroad Company

INCORPORATION

This company was incorporated November 17, 1874, under the provisions of the General Laws of Illinois. The Articles of Incorporation were filed with the Secretary of State on November 23, 1874, and recorded in Book 1 of Railroad Records at page 283.

By its Articles, the line of road was defined as follows, to wit:

"The places from and to which it is intended to construct the proposed railroad are as follows: from a point at or near Mendota, on the Illinois Central Railroad, or any other railroad now built or that may hereafter be built in La Salle, Lee or Bureau Counties, in the State of Illinois; thence on the most eligible route to or near the town of Rochelle, in Ogle County; thence to some point or points on the northern line of said state, in Winnebago County, passing through the City of Rockford, in said county, to connect at said state line with any road or roads that are or may be constructed within the State of Wisconsin, to said state line."

ORGANIZATION

Organized November 17, 1874, at Chicago, Illinois, by the election of officers and directors.

This company was organized in the interest of The Chicago and Iowa Railroad Company.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with The Chicago and Iowa Railroad at Flag Center, Illinois, thence northerly to Rockford, Illinois, a distance (first main) of 23.50 miles, all in Illinois.

No branch lines were constructed.

CONSTRUCTION

Construction commenced in 1874 and the road was completed to Rockford, July 1, 1875.

OPERATION

This company did not operate the line it constructed, but it was operated from the date of its completion by The Chicago and Iowa Railroad Company and the Receiver of that company as a part of that system. For details of operation, see "Operation," The Chicago and Iowa Railroad Company (Consolidated) and Receivership below.

LEASE TO C. & I. R. R. Co.

Of date July 1, 1875, this company leased its road for the term of twenty years to The Chicago and Iowa Railroad Company, with the option on the part of the latter company to make the lease perpetual.

RECEIVERSHIP

Of date July 31, 1877, Otis R. Glover was appointed Receiver, and continued as such Receiver until March 29, 1881.

Of date August 1, 1877, said Receiver made a contract with W. H. Holcomb, then Receiver of The Chicago and Iowa Railroad Company, under which said Holcomb operated both roads until March 29, 1881. Of date August 8, 1878, a formal lease (taking effect August 1, 1877) was made to that effect, which expired with the termination of the Glover receivership, when operation by The Chicago and Iowa Railroad Company was resumed under the lease of July 1, 1875, until January 1, 1892; after that The Chicago and Iowa operated the road as owner by deed.

DEED TO C. & I. R. R. Co.

By deed dated January 1, 1892, this company conveyed to The Chicago and Iowa Railroad Company (consolidated company), all of its railroad property and franchises.

CORPORATE EXISTENCE

This corporation is in existence, but inactive.

III

The Chicago and Iowa Railroad Company

INCORPORATION

This company was incorporated under a Special Act of the Illinois Legislature, in force March 30, 1869. By this Act the Company was authorized to construct a railroad

"from the City of Chicago, Cook County, Illinois, over the most eligible route, to a crossing of Rock River at or near the town of Oregon, in the County of Ogle, in said state; from thence over the most eligible route, through the Counties of Ogle and Carroll, in said state, to the Mississippi River, at Savanna, in said Carroll County; and from thence up, along or near said river, to the City of Galena."

By Section 9 the company was authorized

"to unite, connect or consolidate its railroad, or any part thereof, with any other railroad constructed, or which may hereafter be constructed, in this state,

or in the State of Iowa, upon such terms as may be agreed upon by and between the several companies."

ORGANIZATION

Organized at Oregon, Illinois, May 1, 1869, and election of officers held May 24, 1869.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at South Aurora, Illinois, thence westerly to a connection with the line constructed by The Ogle and Carroll County Railroad Company at Rochelle, Illinois, a distance (first main) of 44.24 miles.

MAIN LINE (constructed by The Ogle and Carroll County Railroad Company): Beginning at the terminus of the line last above described at Rochelle, Illinois, and extending thence westerly to Oregon, Illinois, a distance (first main) of 16.24 miles.

MAIN LINE: From the terminus of the line last above described at Oregon, Illinois, thence westerly to Forreston, Illinois, a distance (first main) of 17.96 miles.

MAIN LINE (constructed by The Chicago, Rockford and Northern Railroad Company): From a connection with this company's line at Flag Center, Illinois, thence northerly to Rockford, Illinois, a distance (first main) of 23.50 miles.

Total mileage, 101.94 miles, all in Illinois.

No branch lines were constructed.

CONSTRUCTION

Construction on the line from a point west of Aurora to Rochelle was commenced in March, 1869, and this section was completed and opened for business to Rochelle in January, 1871.

The extension from Oregon to Forreston, Illinois, commenced early in 1869, was completed and placed in operation to Forreston, January 1, 1872.

For the construction of the line from Rochelle to Oregon, see "Construction," The Ogle and Carroll County Railroad Company. For construction of the line from Flag Center northerly to Rockford, see "Construction," The Chicago, Rockford and Northern Railroad Company.

OPERATION

The Chicago and Iowa Railroad Company operated its line from the date of the completion of the various sections thereof, as above (including the merged line of The Ogle and Carroll County Railroad Company from April 3, 1871, and the leased line of The Chicago, Rockford and Northern Railroad Company from July 1, 1875, until August

1, 1877) operated from August 1, 1877, until July 1, 1882, by W. H. Holcomb, Receiver; operated from July 1, 1882, until January 1, 1892, by this company; operated from January 1, 1892, until June 1, 1899, by the Chicago, Burlington & Quincy Railroad Company, as lessee; operated since June 1, 1899, by the Burlington Company as owner by deed.

ACQUISITION BY LEASE

By lease for twenty years dated July 1, 1875, this company secured possession of the railroad extending from Flag Center northerly to Rockford, Illinois, constructed by The Chicago, Rockford and Northern Railroad Company.

ACQUISITION BY MERGER

By terms of agreement between this company and The Ogle and Carroll County Railroad Company dated June 1, 1870, effective April 3, 1871, the properties of the last named company were merged with this company, pursuant to authority of their special charters.

RECEIVERSHIP

Of date August 1, 1877, upon complaint of creditors, the Chicago and Iowa Railroad, extending from a junction with the Chicago, Burlington & Quincy Railroad near Aurora, westerly via Rochelle and Oregon to Forreston, was placed in the hands of a Receiver (W. H. Holcomb), appointed by the judge of the United States Circuit Court in Chicago. Mr. Holcomb went into possession of the road and all of its property, and it was operated in his name as Receiver until July 1, 1882.

POSSESSION RESTORED

Of date July 1, 1882, the said Receiver (W. H. Holcomb) restored possession of the entire Chicago and Iowa Railroad to this company.

ACQUISITION BY DEED

In 1892 The Chicago and Iowa Railroad Company acquired by deed the road of The Chicago, Rockford and Northern Railroad Company, hereinbefore described, the deed being dated January 1, 1892.

LEASES TO C. B. & Q. R. R. Co.

Of date January 1, 1892, The Chicago and Iowa Railroad was leased to the Chicago, Burlington & Quincy Railroad Company for an indefinite term, said lease being subject to termination on twelve months' notice, and of date March 16, 1899, this lease was amended to read that it should "continue in perpetuity."

DEED TO C. B. & Q. R. R. Co.

Of date June 1, 1899, the road was conveyed to the Chicago, Burlington & Quincy Railroad Company by deed, the said railroad being described as follows:

“ Beginning at Aurora, in Kane County, extending thence westerly, via Shabbona, Flag Center and Oregon, to Forreston, in Ogle County, a distance of about seventy-eight and forty-four hundredths (78.44) miles, with a branch extending from Flag Center, aforesaid, northerly to Rockford, a distance of about twenty-three and fifty hundredths (23.50) miles.”

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

LINES OWNED BY THE CHICAGO AND IOWA RAILROAD COMPANY AND LEASED TO CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, JANUARY 1, 1892, AND CONVEYED TO THE LAST NAMED COMPANY JUNE 1, 1899.

FROM	TO	*MILES	BUILT UNDER CHARTER GRANTED TO	BEGUN	FINISHED
Aurora.....	Rochelle.....	45	C. & I. R. R. Co.....	March, 1869...	Jan., 1871.
Rochelle.....	Oregon.....	15.24	O. & C. C. R. R. Co..	January, 1868..	Apr. 3, 1871.
Oregon.....	Forreston.....	18.20	C. & I. R. R. Co.....	Summer, 1871..	Jan. 1, 1872.
Flag Center....	Rockford.....	23.50	C. R. & N. R. R. Co..	Winter, 1874...	July 1, 1875.

*Total mileage, 101.94 miles.

CHAIN OF TITLE

- (1) The Ogle and Carroll County Railroad Company, incorporated under a Special Act, in force February 18, 1857.
- (2) The Chicago and Iowa Railroad Company (original), incorporated under a Special Act, in force March 30, 1869.
- (3) Merger of The Ogle and Carroll County Railroad Company into The Chicago and Iowa Railroad Company, under terms of agreement dated June 1, 1870.
- (4) The Chicago, Rockford and Northern Railroad Company, incorporated under the General Law by Articles dated November 17, 1874.
- (5) Lease, of date July 1, 1875, from The Chicago, Rockford and Northern Railroad Company, for the term of twenty years, to The Chicago and Iowa Railroad Company.
- (6) Receiver placed in possession of The Chicago and Iowa Railroad under a decree of date August 1, 1877, entered in United States Circuit Court, Northern District of Illinois.
- (7) Lease, of date January 8, 1878 (in effect from August 1, 1877), from Otis R. Glover, Receiver of The Chicago, Rockford and Northern Railroad Company to the Receiver of The Chicago and Iowa Railroad Company, W. H. Holcomb.
- (8) Possession of The Chicago and Iowa Railroad restored by the Receiver to the original Chicago and Iowa Railroad Company, of date July 1, 1882.

- (9) Deed, of date January 1, 1892, from The Chicago, Rockford and Northern Railroad Company, conveying to The Chicago and Iowa Railroad Company all of the grantor's property and franchises.
- (10) Lease, of date January 1, 1892, from The Chicago and Iowa Railroad Company to the Chicago, Burlington & Quincy Railroad Company for an indefinite term; said lease amended March 16, 1899, to read "in perpetuity."
- (11) Deed, of date June 1, 1899, from The Chicago and Iowa Railroad Company, conveying to the Chicago, Burlington & Quincy Railroad Company all of the grantor's property and franchises.

The Chicago and Rock River Railroad Company

INCORPORATION

Incorporated by a Special Act, in force March 24, 1869. By the terms of said Act the company was authorized to construct a railroad "from a point on the south side of Rock River, at or near a place opposite Sterling, running eastwardly or south of east, crossing the Illinois Central Railroad at the City of Amboy, Lee County; thence in a southerly direction, intersecting the Chicago & Rock Island, or the Chicago & Burlington Railroad, in Bureau County, Ill.; also running from the City of Amboy in an easterly direction over the most eligible section, crossing the Chicago & Burlington Railroad at or near Somonauk, at or near Aurora, at or near some point between these points; thence easterly, intersecting the Chicago Branch of the Illinois Central Railroad outside of the Corporation of the City of Chicago."

ORGANIZATION

This company was organized at Amboy, Illinois, May 14, 1869, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From Shabbona, Illinois, thence westerly to Rock Falls, Illinois, a distance (first main) of 46.95 miles.

EXTENSION BY THE C. B. & Q.: From the terminus of the line above described at Rock Falls, westerly to Sterling, Illinois, including a bridge over the Rock River, a distance (first main) of .68 mile.

CONSTRUCTION

Construction commenced on the section of road from Shabbona to Rock Falls in July, 1870, and the road was completed and opened for traffic between Rock Falls and Amboy January 1, 1872, and to Shabbona October 16, 1872, a total distance (first main) of 46.95 miles.

The extension from Rock Falls to Sterling, including the bridge over the Rock River, was commenced by the C. B. & Q. Railroad Co. early in 1883, and completed and opened for traffic in the fall of 1884 by that company.

OPERATION

This company did not operate any portion of the line constructed under its Charter. The road was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company; until June 1, 1899, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. Co.

Of date October 9, 1872, The Chicago and Rock River Railroad Company leased all of its road, built and to be built, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. Co.

June 1, 1899, this company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company by deed.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CHAIN OF TITLE

- (1) Incorporated as The Chicago and Rock River Railroad Company under Special Charter, in force March 21, 1869.
- (2) Leased to the Chicago, Burlington & Quincy Railroad Company in perpetuity, October 9, 1872.
- (3) Deeded to the Chicago, Burlington & Quincy Railroad Company, June 1, 1899.

Illinois Valley and Northern Railroad Company

INCORPORATION

This company was incorporated May 25, 1887, under the provisions of the General Laws of Illinois. The Articles of Incorporation were filed with the Secretary of State on May 25, 1887, and recorded in Book 6 of Railroad Records at page 380.

By its Articles, the line of road was defined as follows, to wit:

"It is intended to construct a line of railroad from a point on the Mendota and Clinton Branch of the Chicago, Burlington & Quincy Railroad, at or near the town of Walnut, Bureau County, Ill.; thence in a southeasterly direction, through the Counties of Bureau and La Salle, to a connection with the Aurora and Streator Branch of the Chicago, Burlington & Quincy Railroad Company, within or near the City of Streator, La Salle County, Ill."

ORGANIZATION

This company was organized at La Salle, Illinois, May 31, 1887, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Walnut, Illinois, thence southeasterly to a connection with the Chicago, Burlington & Quincy Railroad at Streator, Illinois, a distance (first main) of 59.9 miles, all in Illinois.

No branch lines were constructed.

CONSTRUCTION

Between June, 1886, and September, 1887, the Star Coal Company constructed a track from a connection with the Chicago, Burlington & Quincy Railroad Company at Streator northwesterly at a point near the village of Ripley. This track was purchased by this company and extended to Walnut. Construction commenced at connection near Ripley in August, 1887, and the road was completed between Streator and Walnut June 1, 1888, a total distance (first main) of 59.9 miles.

OPERATION

This company did not operate the road constructed in its name, but the said road was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company; until June 1, 1899, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. Co.

Of date January 2, 1888, the Illinois Valley and Northern Railroad Company leased all of its railroad, built and to be built, in perpetuity to the Chicago, Burlington & Quincy Railroad Company, the said lease being effective upon the completion of the railroad.

DEED TO C. B. & Q. R. R. Co.

In 1899 this company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company by deed, dated June 1, 1899.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CHAIN OF TITLE

- (1) Incorporated as the Illinois Valley and Northern Railroad Company under the General Laws of Illinois by Articles dated May 25, 1887.
- (2) Leased in perpetuity to the Chicago, Burlington & Quincy Railroad Company, January 2, 1888.
- (3) Deeded to the Chicago, Burlington & Quincy Railroad Company, June 1, 1899.

Joliet, Rockford & Northern Railroad Company

INCORPORATION

This company was incorporated August 4, 1881, under the General Laws of Illinois, the Articles being filed in the office of the Secretary of State on the date of incorporation and entered in Book 4 of Railroad Records at page 263.

The line of road was defined as follows, to wit:

"It is intended to construct said railroad from the City of Joliet, County of Will, westwardly through the town of Sheridan, and from thence northwardly to the City of Rockford, in Winnebago County."

ORGANIZATION

Organized at Chicago, Illinois, February 8, 1882, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Sheridan Junction, Illinois, thence northwesterly to a connection with the Chicago, Burlington & Quincy Railroad at Paw Paw, a distance (first main) of 19.54 miles, all in Illinois.

No branch lines were constructed.

CONSTRUCTION

Construction commenced in August, 1881, and the line was completed and opened for traffic November 27, 1882.

OPERATION

This company did not operate the railroad constructed in its name, but the said road was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company; until June 1, 1899, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. Co.

By lease dated May 1, 1882, this company leased all of its railroad property, built and to be built, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. Co.

In 1899 this company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company by deed, dated June 1, 1899.

CORPORATE EXISTENCE

This corporation is in existence, but inactive.

CHAIN OF TITLE

- (1) Incorporated as the Joliet, Rockford & Northern Railroad Company under the General Laws of Illinois by Articles dated August 4, 1881.
- (2) Leased in perpetuity to the Chicago, Burlington & Quincy Railroad Company, May 1, 1882.
- (3) Deeded to the Chicago, Burlington & Quincy Railroad Company, June 1, 1899.

Galesburg & Rio Railroad Company

INCORPORATION

This company was incorporated April 9, 1886, under the General Laws of Illinois, the Articles being filed with the Secretary of State April 12, 1886, and recorded in Book 6 of Railroad Records at page 235.

Under its Articles the company proposed to construct the following railroad, to wit:

“ . . . from a point on the main line of the Chicago, Burlington & Quincy Railroad within or near Galesburg, in Knox County, Illinois, thence northerly to a connection with the Saint Louis, Rock Island & Chicago Railroad Company's tracks at or near Rio station, in said County of Knox.”

ORGANIZATION

Organized at Chicago, Illinois, April 21, 1886, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Galesburg, Illinois, thence northerly to a connection with that company's line at Rio Station, Illinois, a distance (first main) of 12.45 miles, all in Illinois.

No branch lines were constructed.

CONSTRUCTION

Commenced at Galesburg in April, 1886, and completed and opened for traffic to Rio, October 31, 1886.

OPERATION

This company did not operate the line it built, but the said road was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company; until June 1, 1899, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. Co.

Of date October 1, 1886, the Galesburg & Rio Railroad Company leased all of its road, built and to be built, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. Co.

In 1899 the company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company by deed, dated June 1, 1899.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CHAIN OF TITLE

- (1) Incorporated as the Galesburg & Rio Railroad Company under the General Laws by Articles dated April 9, 1886.
- (2) Leased to the Chicago, Burlington & Quincy Railroad Company in perpetuity, of date October 1, 1886.
- (3) Deeded to the Chicago, Burlington & Quincy Railroad Company by deed dated June 1, 1899.

Fulton County Narrow Gauge Railway Company

I—FULTON COUNTY EXTENSION RAILWAY COMPANY
II—FULTON COUNTY NARROW GAUGE RAILWAY COMPANY

I

Fulton County Extension Railway Company

INCORPORATION

This company was incorporated under the General Laws of Illinois. The Articles are dated May 20, 1881, and were filed with the Secretary of State on May 27, 1881, and recorded in Book 5 of Railroad Records at page 23.

By the Articles, the company defined its road as follows, to wit:

“From Fairview, in the County of Fulton, and State of Illinois, west to East Burlington, in the County of Henderson, and east to the city of Peoria, and from said line at some convenient point or points by the way of Monmouth, in the county of Warren, northwestwardly to the Mississippi river, and by way of Galesburg, in the county of Knox, north to the Mississippi river, said line being wholly in the State of Illinois.”

ORGANIZATION

Directors were named in the Articles of Incorporation; officers were elected at Lewistown, Illinois, June 3, 1881.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Fulton County Narrow Gauge Railway at Fairview, Illinois, thence northerly to Galesburg, a distance (first main) of 29.71 miles, all in Illinois.

No branch lines were constructed.

As originally built, this road was a narrow-gauge (3 feet) railway. The gauge of this line was changed to standard, October 15, 1905.

CONSTRUCTION

Construction began at Fairview early in 1881, and the line was completed to London Mills, November 20, 1881, and to Galesburg, August 20, 1882.

OPERATION

This company did not operate the line it constructed, but this line was operated from the date of its completion and until December 31, 1905, by the Fulton County Narrow Gauge Railway Company, as lessees; operated from January 1, 1906, until December 1, 1908, by the Chicago, Burlington & Quincy Railroad Company, as lessee; operated since December 1, 1908, by the Burlington Company, as owner by deed.

LEASE TO F. C. N. G. Ry. Co.

By lease dated September 1, 1882, this company leased all of its property in perpetuity to the Fulton County Narrow Gauge Railway Company upon the completion of the line to Galesburg.

DEED TO F. C. N. G. Ry. Co.

By deed dated January 31, 1906, this company conveyed all of its property to the Fulton County Narrow Gauge Railway Company.

CORPORATE EXISTENCE

No proceedings have been taken to dissolve this corporation, but since the deed of January 31, 1906, this corporation has been inactive.

II

Fulton County Narrow Gauge Railway Company

INCORPORATION

This company was incorporated August 13, 1878, under the General Laws of Illinois, the Articles being filed with the Secretary of State September 25, 1878, and recorded in Book 2 of Railroad Records at page 164.

Under its Articles, the company proposed to construct the following railroad, to wit:

“ . . . from the Town of Havana, in the County of Mason, in the State of Illinois, and running thence in a northwesterly direction by the way of the Towns of Lewistown and Fairview, in the County of Fulton and the State of Illinois, to the Town of Avon, in the County of Fulton and State of Illinois.”

ORGANIZATION

Directors were named in the Articles of Incorporation; officers were elected October 9, 1878.

TERMINI AND DESCRIPTION

MAIN LINE: Narrow-gauge railroad from West Havana, Illinois, northerly to a connection with the Fulton County Extension Railway at Fairview, a distance (first main) of 29.59 miles, all in Illinois.

No branch lines were constructed.

The gauge of this road was changed to standard, November 23, 1905.

After January 31, 1906, this company owned in addition to the mileage above described the railway constructed by the Fulton County Extension Railway Company and extending from a connection with this company's lines at Fairview, Illinois, thence northerly to Galesburg, Illinois, a distance (first main) of 29.71 miles, all in Illinois.

Mileage of constructed and purchased lines (first main), 59.30 miles.

CONSTRUCTION

Construction commenced prior to March, 1880, at which time the

grading was completed from West Havana to Lewistown, and the line was completed and opened for traffic, November 1, 1880.

ACQUISITION BY LEASE

By lease dated September 1, 1882, this company leased in perpetuity the line (then under construction) of the Fulton County Extension Railway extending from Fairview to Galesburg, Illinois.

ACQUISITION BY DEED

By deed dated January 31, 1906, this company acquired all of the property of the Fulton County Extension Railway Company.

OPERATION

The Fulton County Narrow Gauge Railway Company operated the line it constructed from West Havana to Fairview from the date of its completion (November 1, 1880) until January 1, 1906; the company operated the line constructed by the Fulton County Extension Railway Company from the date of completion of that line until January 1, 1906, as lessee; the entire line extending from Galesburg to West Havana was operated from January 1, 1906, until December 1, 1908, by the Chicago, Burlington & Quincy Railroad Company as lessee; operated since December 1, 1908, by the Burlington Company as owner by deed.

LEASE TO C. B. & Q. R. R. Co.

Of date February 1, 1906 (effective January 1, 1906), this company leased its line, extending from Galesburg to West Havana, Illinois, to the Chicago, Burlington & Quincy Railroad Company for twenty-five years, pursuant to purchase by the Chicago, Burlington & Quincy Railroad Company of all securities of the company in March, 1880.

DEED TO C. B. & Q. R. R. Co.

By deed dated December 1, 1908, this company deeded all of its property to the Chicago, Burlington & Quincy Railroad Company.

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

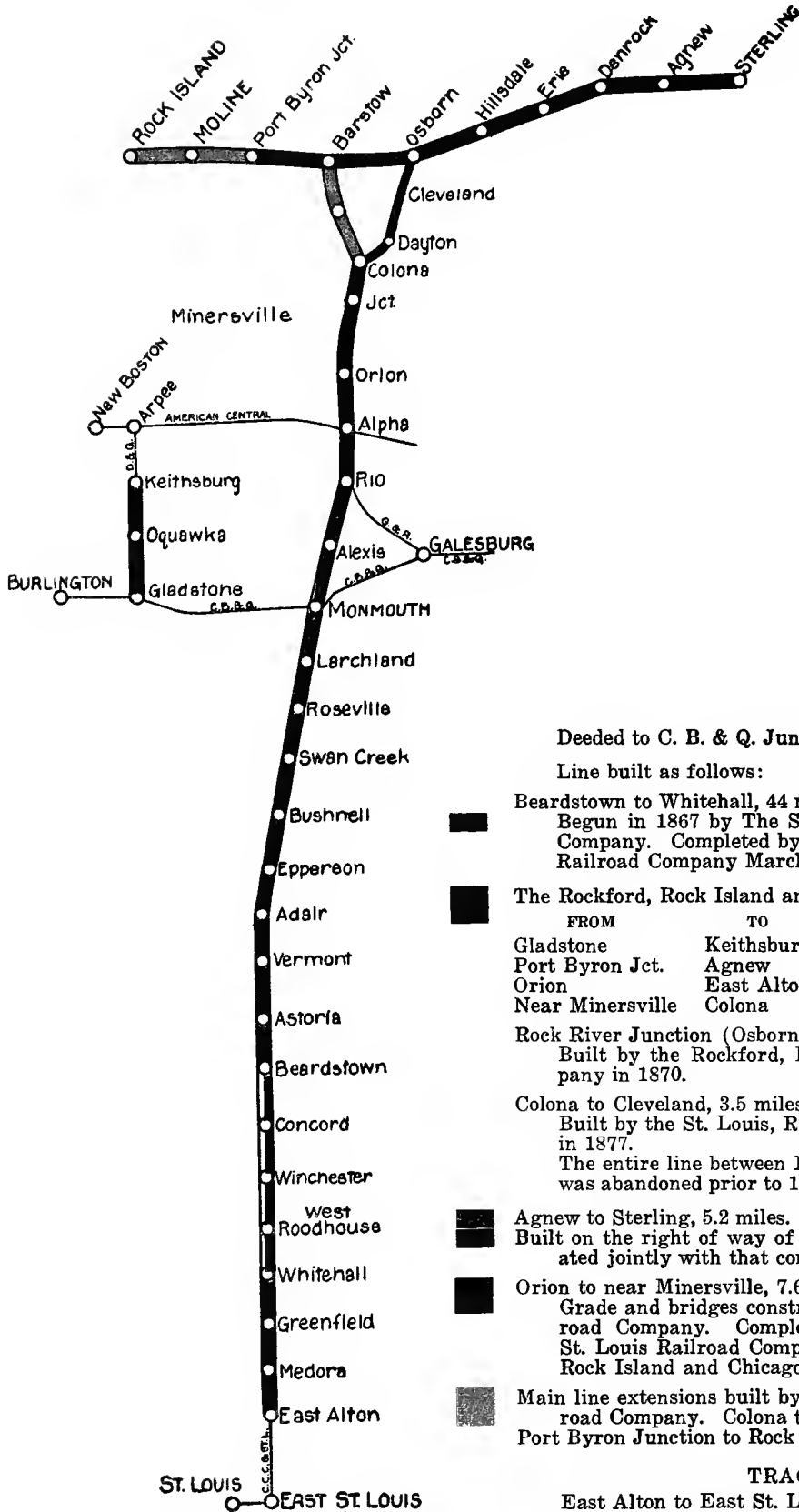
The corporate records of this company and of the Fulton County Extension Railway Company, are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company.

CHAIN OF TITLE

(1) Fulton County Extension Railway Company, incorporated under the General Law of Illinois by Articles dated May 20, 1881.

- (2) Fulton County Narrow Gauge Railway Company, incorporated under the General Law of Illinois by Articles dated August 13, 1878.
- (3) Lease in perpetuity, of date September 1, 1882, from the Fulton County Extension Railway Company to the Fulton County Narrow Gauge Railway Company.
- (4) Deed, of date January 31, 1906, from the Fulton County Extension Railway Company to the Fulton County Narrow Gauge Railway Company, conveying all of the mortgages, rights and franchises.
- (5) Lease, of date February 1, 1906 (effective January 1, 1906), for twenty-five years, from the Fulton County Narrow Gauge Railway Company to the Chicago, Burlington & Quincy Railroad Company.
- (6) Deed, of date December 1, 1908, from the Fulton County Narrow Gauge Railway Company to the Chicago, Burlington & Quincy Railroad Company.

St. Louis, Rock Island and Chicago Railroad



Deeded to C. B. & Q. June 1, 1899.

Line built as follows:

Beardstown to Whitehall, 44 miles.

Begun in 1867 by The St. Louis, Alton and Rock Island Railroad Company. Completed by The Rockford, Rock Island and St. Louis Railroad Company March 1, 1870.

The Rockford, Rock Island and St. Louis Railroad Company.

FROM	TO	MILEAGE	COMPLETED
Gladstone	Keithsburg	17.9	December 17, 1869.
Port Byron Jct.	Agnew	39.4	January 12, 1870.
Orion	East Alton	199.9	March 1, 1870.
Near Minersville	Colona	1.4	1873.

Rock River Junction (Osborn) to coal mines at Cleveland, 3.5 miles.

Built by the Rockford, Rock Island and St. Louis Railroad Company in 1870.

Colona to Cleveland, 3.5 miles.

Built by the St. Louis, Rock Island and Chicago Railroad Company in 1877.

The entire line between Rock River Junction (Osborn) and Colona was abandoned prior to 1912.

Agnew to Sterling, 5.2 miles.

Built on the right of way of the Chicago & Northwestern Ry. Operated jointly with that company. Completed in 1869.

Orion to near Minersville, 7.6 miles.

Grade and bridges constructed by The Orion and Minersville Railroad Company. Completed by The Rockford, Rock Island and St. Louis Railroad Company July 1, 1873. Conveyed to St. Louis, Rock Island and Chicago Railroad Company May 18, 1876.

Main line extensions built by St. Louis, Rock Island and Chicago Railroad Company. Colona to Barstow, 2.9 miles. Built in 1877.

Port Byron Junction to Rock Island, 7 miles. In 1879.

TRACKAGE RIGHTS.

East Alton to East St. Louis, 19.65 miles over C. C. & St. L. Ry. (formerly Indianapolis & St. Louis Ry.).

St. Louis, Rock Island and Chicago Railroad Company

- I—THE ROCK ISLAND AND ALTON RAILROAD COMPANY
- II—THE ST. LOUIS, ALTON AND ROCK ISLAND RAILROAD COMPANY
- III—THE ROCKFORD, ROCK ISLAND AND ST. LOUIS RAILROAD COMPANY
- IV—THE ORION AND MINERSVILLE RAILROAD COMPANY
- V—ST. LOUIS, ROCK ISLAND AND CHICAGO RAILROAD COMPANY

I

The Rock Island and Alton Railroad Company

INCORPORATION

The Rock Island and Alton Railroad Company was incorporated by a Special Act of the Illinois Legislature, in force February 14, 1855.

It was authorized to construct a railroad

“from Rock Island, over the most practicable route, to Macomb; thence to Rushville; thence to Winchester; from thence to Whitehall, in Green County.”

Section 14 of the original Act provides:

“Said company shall have the power to unite its railroad with any other railroad now constructed, or which may hereafter be constructed, at either terminus, or at any point at which it may cross the same within this state, upon such terms as may be mutually agreed upon between said corporations so connecting; and for this purpose full power is hereby given to said company to make and execute such contracts with any other company that may secure the objects of such connection.”

By an Amendment, in force February 14, 1857, it was provided

“that in the event the said Rock Island Railroad Company shall not be able, by consolidation or otherwise, to make a satisfactory arrangement for the running of cars from Whitehall to Illinoistown (East St. Louis) with the railroad now built, or authorized to be built, said Rock Island Railroad shall have the right to locate, construct, complete and operate as an extension of the present route a railroad from Whitehall by the most eligible route to Illinoistown.”

ORGANIZATION

Organized at Rushville, Illinois, November 26, 1856, by the election of officers.

CONSTRUCTION

This company did not construct any portion of the railroad it was authorized to build.

CHANGE OF NAME

By an Amendment, in force February 24, 1859, the name was changed to “The St. Louis, Alton and Rock Island Railroad Company,” and it was provided

“ and by and under that name said corporation shall be henceforth known and have its corporate existence, and hold and be possessed of all the rights, powers and privileges granted to the Rock Island and Alton Railroad Company in the original Charter of said company and the Amendments thereto, and shall be and become vested with all the property and estate and rights of any kind whatever vested in the name of the Rock Island and Alton Railroad Company as fully as if said name had not been changed.”

II

The St. Louis, Alton and Rock Island Railroad Company

INCORPORATION

Formed as above set out by change of name under the provisions of an Act of the Illinois Legislature, in force February 24, 1859.

ORGANIZATION

First meeting held at Beardstown, Illinois, October 2, 1862, when directors were elected.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build, but it acquired a large portion of the right of way along its proposed route, and from 1857 to 1860 undertook the construction of that section of its line extending from Beardstown southerly to Whitehall, Illinois, and did considerable construction work.

SALE TO THE R. R. I. & ST. L. R. R. CO.

By deed dated October 8, 1868, this company conveyed to The Rockford, Rock Island and St. Louis Railroad Company all of its railroad property and franchises.

CORPORATE RECORDS

Such corporate records as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

III

The Rockford, Rock Island and St. Louis Railroad Company

INCORPORATION

This company was incorporated by a Special Act of the Illinois Legislature, in force February 16, 1865. It was authorized to construct a railroad

“ commencing at the City of Rockford, in the County of Winnebago; thence, by the most practicable route by way of the City of Sterling, in the County of Whiteside, and the City of Rock Island, in Rock Island County, to some practicable

point on the east bank of the Mississippi River, opposite the City of St. Louis, in the State of Missouri."

By Section 7 it was authorized

"to unite, connect or consolidate its railroad, or any part thereof, with any other railroad constructed, or which may hereafter be constructed, in this state, upon such terms as may be mutually agreed upon by and between the several companies; and for that purpose full power is hereby given to the company hereby incorporated to do all such acts and execute all such instruments as may be necessary or advisable to effect such union, connection or consolidation, as the case may be."

By Section 17 it was authorized

"at any time or times hereafter to project and extend from any point or points of their said road, branches or side tracks thereof to any coal or mineral bed or beds or mines in the respective vicinity."

ORGANIZATION

Organized at Sterling, Illinois, May 17, 1865, by the election of officers.

ACQUISITION BY PURCHASE

Of date October 8, 1868, this company purchased by deed all of the property of The St. Louis, Alton and Rock Island Railroad Company.

Of date March 11, 1869, a Special Act of the Illinois Legislature legalized the sale, of date October 8, 1868, to The Rockford, Rock Island and St. Louis Railroad Company.

In 1857 the Village of Oquawka issued bonds in payment for grading the right of way from Oquawka to Sagetown (about 5 miles) [now Gladstone] in aid of the Peoria & Oquawka Railroad Company. This company failed, and did not use the grade. In 1869 this grade was acquired by The Rockford, Rock Island and St. Louis Railroad Company, which laid the rails and completed this section of the road.

(See also Section 5, Act Illinois Legislature, approved February 21, 1861, vesting title to this grade in the Trustees of the Town of Oquawka.)

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Indianapolis & St. Louis Railroad (now the C. C. C. & St. L. R. R.) at East Alton, Illinois, thence northerly to a connection with the Rock Island and Peoria Railroad (now the C. R. I. & P. Ry.) at Orion, Illinois, a distance (first main) of 199.9 miles.

MAIN LINE: (Built by The Orion and Minersville Railroad Company). From a connection with this company's line last above described at Orion, Illinois, thence northerly to a connection with this company's line near Minersville, Illinois, a distance (first main) of 7.6 miles. (See leased line.)

MAIN LINE: From a connection with the line last above described near Minersville, thence northerly to a connection with the Chicago,

Rock Island & Pacific Railway at Colona, Illinois, a distance (first main) of 1.4 miles.

MAIN LINE: From a connection with the Chicago, Rock Island & Pacific Railway at Port Byron Junction (East Moline), Illinois, thence easterly to Sterling, Illinois, a distance (first main) of 44.6 miles (see "Joint Line from Agnew to Sterling," this company).

MAIN LINE: From Gladstone, Illinois, northerly to Keithsburg, Illinois, a distance (first main) of 17.9 miles.

MAIN LINE: At Rock Island, Illinois, .4 miles.

BRANCH LINE: From Rock River Junction (Osborn) southerly to coal mines at Cleveland, a distance (first main) of 3.5 miles. Abandoned prior to 1912.

OPERATED UNDER TRACKAGE AGREEMENTS: MAIN LINE of the Rock Island and Peoria Railroad from Orion to Rock Island used until some time in 1873, when its utility was displaced as follows:

MAIN LINE of the Chicago, Rock Island and Pacific Railroad from Colona to Rock Island, which was used throughout the remainder of the life of this company and also included terminal facilities at Rock Island, a total mileage of 21.5 miles, of which 12 miles was main line.

MAIN LINE: From East Alton to East St. Louis, Illinois (I. & St. L. R. R.), a distance (first main) of 21 miles.

TOTAL MILEAGE OWNED, 267.7 miles, all in Illinois.

TOTAL MILEAGE OPERATED, BUT NOT OWNED (first main), 40.6 miles, all in Illinois.

TOTAL MILEAGE OWNED AND OPERATED, 308.3 miles, all in Illinois.

CONSTRUCTION

Construction on the line between Beardstown and Whitehall had been commenced by the predecessor of this company, The St. Louis, Alton and Rock Island Railroad Company, and the section from East Alton to Orion was completed and opened for traffic in the fall of 1870.

Construction on the second section from Port Byron Junction to Sterling was commenced in 1868 and completed and opened for traffic in the fall of 1869.

The grading between Gladstone and Oquawka (about 5 miles) was done in 1857 (see acquisition by purchase) and this grade and the right of way was acquired by the Rockford, Rock Island & St. Louis Company, in 1869, which laid the rails and completed the road. It was opened for traffic December 17, 1869.

In 1873 this company built the main line extending from the terminus of The Orion and Minersville Railroad near Minersville northerly to Colona.

The branch line from Rock River Junction (Osborn) to the coal mines at Cleveland was completed and opened for traffic in the fall of 1869, but was abandoned prior to 1912.

JOINT LINE FROM AGNEW TO STERLING

The line constructed by this company from Rock Island Junction (Agnew) to Sterling, Illinois, was built on the right of way of the Chicago & North Western Railway Company under an agreement dated May 3, 1869, with that company and operated jointly by the two companies.

ACQUISITION BY LEASE

In 1873, this company acquired by lease the railroad constructed by the Orion and Minersville Railroad Company and extending from a connection with this company's line near Orion, thence northerly to Minersville, Illinois (see separate corporate history of The Orion and Minersville Railroad Company next hereafter).

OPERATION

This company operated its lines, including the leased line built by The Orion and Minersville Railroad Company, from date of the completion of the several sections thereof and until November 5, 1874; operated from November 5, 1874, until November 1, 1875, by William H. Ferry, Receiver (see "Receivership," this company); from November 1, 1875, to May 18, 1876, operated by Heyman Osterberg, Trustee. For operation after May 18, 1876, see "Operation," St. Louis, Rock Island and Chicago Railroad Company.

TRUST DEED

Of date June 15, 1868, The Rockford, Rock Island and St. Louis Railroad Company executed a trust deed to the Union Trust Company of New York, Trustee. On July 13, 1875, the Circuit Court of the United States for the Northern District of Illinois, in a foreclosure under the above trust deed, ordered the sale of all of the property belonging to the railroad company, and by the terms of this decree turned the property over to William H. Ferry, as Receiver.

RECEIVERSHIP

William H. Ferry took possession of the railroad November 5, 1874, and remained in possession of the said road and operated it as Receiver until November 1, 1875.

DEED BY THE MASTER

Of date May 18, 1876, in pursuance of the decree of the Circuit Court of the United States, as above set out, Henry W. Bishop, Mas-

ter in Chancery, conveyed to Heyman Osterberg, Trustee, by Master's deed, all of the property formerly belonging to The Rockford, Rock Island and St. Louis Railroad Company.

CONVEYANCE TO ST. L. R. I. & C. R. R. CO.

By deed dated May 18, 1876, Heyman Osterberg, as Trustee, conveyed to the St. Louis, Rock Island and Chicago Railroad Company all of the railroad property and franchises formerly belonging to The Rockford, Rock Island and St. Louis Railroad Company.

CORPORATE EXISTENCE

No effort was made after the foreclosure, July 13, 1875, to maintain the corporate existence of this company.

CORPORATE RECORDS

Such corporate records as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

IV

The Orion and Minersville Railroad Company

INCORPORATION

This company was incorporated under the General Laws of Illinois by Articles dated December 20, 1872, and filed with the Secretary of State, December 21, 1872.

By Article II of its said Articles, the company defined its road as follows, to wit:

"The railroad of this corporation shall be constructed from a junction with the Rockford, Rock Island & St. Louis Railroad, at the village of Minersville, in the township of Colona, in the county of Henry, and State of Illinois, to a point of junction with the said Rockford, Rock Island & St. Louis Railroad Company, in the town of Orion, in said county and State."

ORGANIZATION

The record books of The Orion and Minersville Railroad Company are not available, and it is impossible to give the date when the company was organized.

This company was organized in the interest of The Rockford, Rock Island and St. Louis Railroad Company.

TERMINI AND DESCRIPTION

From a connection with The Rockford, Rock Island and St. Louis Railroad at Orion, Illinois, thence northerly to a connection with the

above named company's line near Minersville, Illinois, a distance (first main) of 7.6 miles, all in Illinois.

No branch lines were constructed.

CONSTRUCTION

Construction commenced in the spring of 1873 and the entire road completed and opened for traffic about July 1, 1873.

LEASE TO R. R. I. & ST. L. R. R. CO.

December 28, 1872, this company leased all of its property to The Rockford, Rock Island and St. Louis Railroad Company, the last named company furnishing the means to complete this road.

OPERATION

This line was operated from the date of its completion, July 1, 1873, and until November 5, 1874, by The Rockford, Rock Island and St. Louis Railroad Company; operated from November 5, 1874, until November 1, 1875, by William H. Ferry, Receiver for The Rockford, Rock Island and St. Louis Railroad Company; operated from November 1, 1875, to May 18, 1876, by Heyman Osterberg, Trustee (see "Conveyance to Heyman Osterberg, Trustee"). For operation after May 18, 1876, see "Operation," St. Louis, Rock Island and Chicago Railroad Company.

CONVEYANCE TO HEYMAN OSTERBERG, TRUSTEE

In the same proceeding wherein the trust deed given by The Rockford, Rock Island and St. Louis Railroad Company to the Union Trust Company was foreclosed, The Orion and Minersville Railroad Company was made a co-defendant and by the decree in the Circuit Court of the United States for the Northern District of Illinois, it was ordered that from any income from the operation of The Rockford, Rock Island and St. Louis Railroad the Receiver was to pay to the creditors of The Orion and Minersville Railroad Company a specified amount, whereupon this road was to become the absolute property of The Rockford, Rock Island and St. Louis Railroad Company and of the purchaser thereof at the sale of the Master.

The Receiver paid the money as directed in the decree, and of date December 9, 1875, The Orion and Minersville Railroad Company acknowledged the receipt of all moneys due and transferred and conveyed to Heyman Osterberg, as Trustee, its entire line of road and all other property.

DEED TO ST. L. R. I. & C. R. R. CO.

By deed dated May 18, 1876, Heyman Osterberg, as Trustee, conveyed to the St. Louis, Rock Island and Chicago Railroad Company all of the property of The Orion and Minersville Railroad Company.

CORPORATE EXISTENCE

No effort was made after December 9, 1875, to maintain the corporate existence of this company.

CORPORATE RECORDS

Such corporate records as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

V

St. Louis, Rock Island and Chicago Railroad Company

INCORPORATION

This company was incorporated under the General Laws of Illinois by Articles dated April 21, 1876, and filed with the Secretary of State on the 10th day of May, 1876.

The line of the road is designated as follows, to wit:

“The places from and to which it is intended to construct, complete and operate the proposed railroad are from the City of East St. Louis, in the County of St. Clair, State of Illinois, to the City of Rockford, in the County of Winnebago, State of Illinois.”

ORGANIZATION

Organized at Rock Island, Illinois, May 10, 1876, by the election of officers.

This company was organized for the purpose of acquiring the railroad property and franchises formerly belonging to The Rockford, Rock Island and St. Louis Railroad Company.

ACQUISITION BY PURCHASE

Of date May 18, 1876, it purchased by deed, from Heyman Osterberg, Trustee, the entire railroad formerly belonging to The Rockford, Rock Island and St. Louis Railroad Company, described as follows:

A railroad from Rock Island Jct. to Port Byron Jct., 39.4 miles.

At Rock Island, four-tenths of a mile.

From Colona to Minersville, 1.4 miles.

From Orion to Monmouth, 38.3 miles.

Branch road from Rock River Jct. to coal mines at Cleveland, 3.5 miles.

From Monmouth to Alton Jct., 161.6 miles.

From Keithsburg to Sagetown (Gladstone), 17.9 miles.

A joint interest with the Chicago & North Western Railway Company from Rock Island Jct. to Sterling, 5.2 miles, and a contract with said Chicago & North Western Railway Company for the joint use of said road between said points.

A right of way from Port Byron Jct. to Rock Island.

From Orion to Minersville, 7.6 miles.

A contract with the Chicago, Rock Island & Pacific Railway for the use of its track between Colona and Port Byron Jct. to Rock Island, together with side tracks, 21.5 miles.

TERMINI AND DESCRIPTION

For description of the road acquired by this company which was constructed by The Rockford, Rock Island and St. Louis Railroad Company see "Termini and Description," The Rockford, Rock Island and St. Louis Railroad Company, page 70.

This company constructed the following connecting main line:

From a connection with this company's line at Colona, Illinois, thence northerly to Barstow, Illinois, a distance (first main) of 2.9 miles, all in Illinois.

From the terminus of this company's line at Port Byron Junction, Illinois, thence westerly to and into the City of Rock Island, a distance (first main) of 7 miles.

For a statement of the total mileage owned and operated see tables accompanying this corporate history.

CONSTRUCTION

The connecting line from Colona to Barstow was built during 1877.

The line from Port Byron Junction into Rock Island was built during 1879.

OPERATION

This company operated its line from May 18, 1876, until October 1, 1876; operated from October 1, 1876, until June 1, 1899, by the Chicago, Burlington & Quincy Railroad Company, as lessee; operated since June 1, 1899, by the Burlington Company as owner by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date February 1, 1877, effective October 1, 1876, this company leased all of its lines, built and to be built, in perpetuity to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. CO.

By deed dated June 1, 1899, this company conveyed all of its railroad property and franchises to the Chicago, Burlington & Quincy Railroad Company.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

MILEAGE CONSTRUCTED BY THE ROCKFORD, ROCK ISLAND AND ST. LOUIS RAILROAD COMPANY AND THE ORION AND MINERSVILLE RAILROAD COMPANY AND OWNED AND OPERATED BY THE ST. LOUIS, ROCK ISLAND AND CHICAGO RAILROAD COMPANY, FEBRUARY 1, 1877.
(All in Illinois).

FROM	TO	COMMENCED	FINISHED	MILEAGE	
Rock Island Jct.....	Port Byron Jct....	1868.....	Fall of 1869...	39.4	
At Rock Island.....				.4	
Colona.....	Minersville.....	1873.....	July 1, 1873...	1.4	
1. Minersville.....	Orion.....	1873.....	July 1, 1873...	7.6	
Orion.....	Monmouth.....	1868.....	Nov. 21, 1870..	38.3	
Monmouth.....	East Alton.....	1867.....	Nov. 21, 1870..	161.6	
Keithsburg.....	Gladstone.....	1868.....	Dec. 17, 1869..	17.9	
2. Rock River Jct.....	Cleveland.....		Fall of 1869...	3.5	
3. Rock Island Jct.....	Sterling.....		Fall of 1869...	5.2	
			Total..	275.3	275.3

OPERATED BY THE ROCKFORD, ROCK ISLAND AND ST. LOUIS RAILROAD COMPANY AND SUBSEQUENTLY BY THE ST. LOUIS, ROCK ISLAND AND CHICAGO RAILROAD COMPANY UNDER TRackage CONTRACTS, FEBRUARY 1, 1877.
(All in Illinois).

FROM	TO	OWNED BY	MILEAGE	
Colona.....	Rock Island.....	Chicago, Rock Island & Pacific Ry.	12	
East Alton.....	East St. Louis....	Indianapolis & St. Louis Ry.....	21	
		Total.....	33	33.
		Total Operated.....		308.3

1. Constructed by The Orion and Minersville R. R. Co. and leased to The Rockford, Rock Island and St. Louis R. R. Co., and subsequently purchased by that company.
2. Taken up prior to 1912.
3. Owned jointly with the Chicago & North Western Ry. Co.

PRESENT MILEAGE OF LINES DEEDED TO THE CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, JUNE 1, 1899.
(All in Illinois).

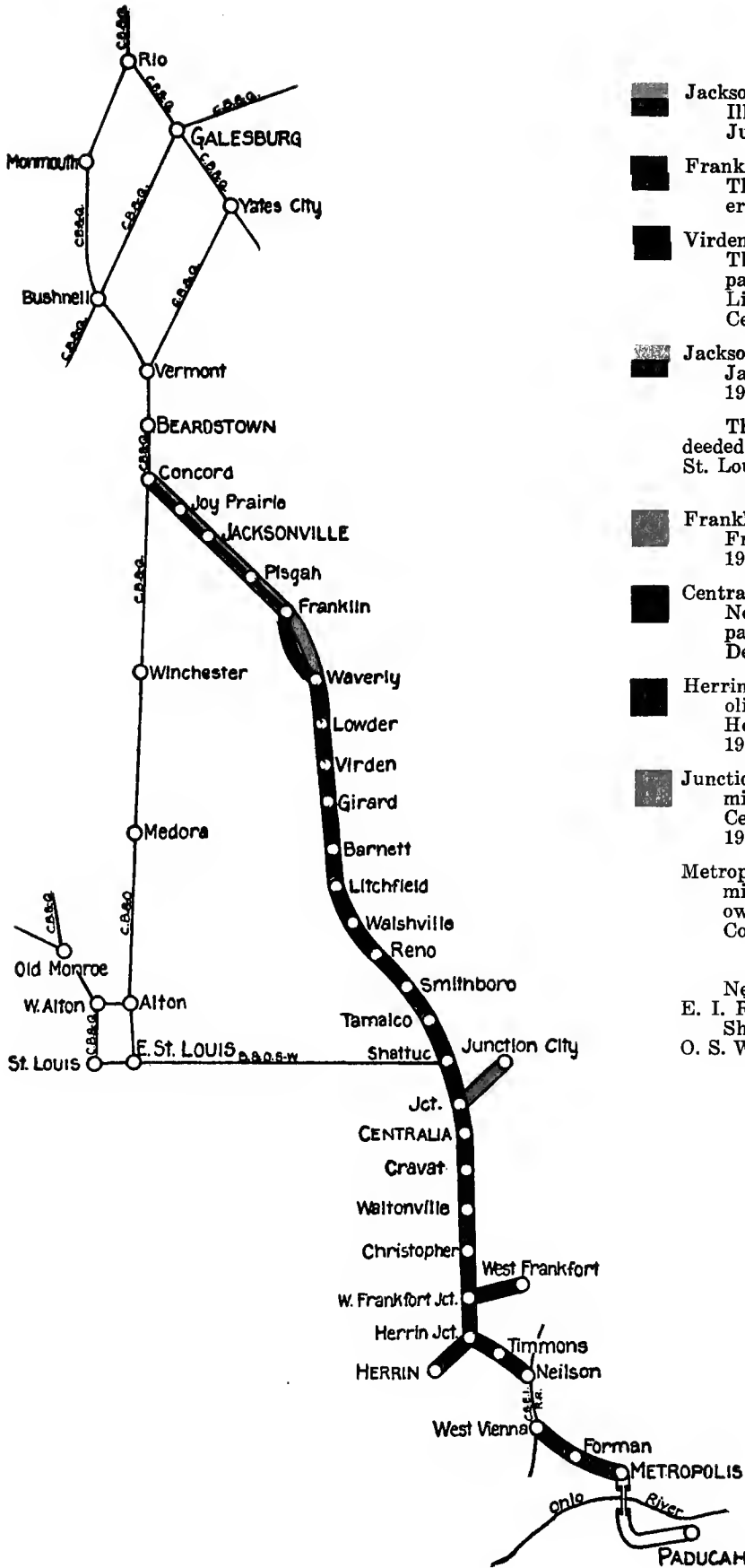
FROM	TO	MILEAGE	
1. Rock Island.....	Sterling.....	51.6	
2. Barstow.....	East Alton.....	211.8	
Keithsburg.....	Gladstone.....	17.9	
	Total Owned.....	281.3	
OPERATED UNDER TRackage CONTRACT.			
	East Alton to East St. Louis (C. C. C. & St. L.).....	19.65	19.65
	Total Operated....		300.95

1. Line from Port Byron Jct. to Rock Island (about 7 miles), constructed late in 1879, and from Sterling to Agnew (5.4 miles), operated jointly with the Chicago & North Western Railway.
2. Line from Colona to Barstow (2.9 miles), constructed in 1877.

CHAIN OF TITLE

- (1) The Rock Island and Alton Railroad Company, incorporated under Special Act, in force February 15, 1855.
- (2) By change of name became The St. Louis, Alton and Rock Island Railroad Company by Amendment in force February 24, 1859. Affirmed by Amendment in force February 18, 1861.
- (3) The Rockford, Rock Island and St. Louis Railroad Company, incorporated under Special Act, in force February 16, 1865.
- (4) By deed, dated October 8, 1868, The St. Louis, Alton and Rock Island Railroad Company conveyed all of its property to The Rockford, Rock Island and St. Louis Railroad Company. Action legalized by Act of Legislature, in force March 11, 1869.
- (5) The Orion and Minersville Railroad Company, incorporated under General Law of Illinois by Articles dated December 20, 1872.
- (6) The Orion and Minersville Railroad Company, leased to The Rockford, Rock Island and St. Louis Railroad Company.
- (7) The Rockford, Rock Island and St. Louis Railroad Company and The Orion and Minersville Railroad Company placed in hands of a Receiver (Wm. H. Ferry), by decree in United States Circuit Court, Northern Division of Illinois, of date July 13, 1875. By terms of decree, The Rockford, Rock Island and St. Louis Railroad Company to pay arrears of rent, etc., to The Orion and Minersville Railroad Company and thereupon to become owners of that company's lines, then under lease.
- (8) Deed of The Orion and Minersville Railroad Company to Heyman Osterberg, Trustee, of date December 9, 1875, acknowledging receipt of all money due under decree of July 13, 1875.
- (9) Sale by Henry W. Bishop, Master in Chancery, of all the property of The Rockford, Rock Island and St. Louis Railroad Company, of date May 18, 1876, to Heyman Osterberg, Trustee.
- (10) St. Louis, Rock Island and Chicago Railroad Company, organized under General Law by Articles dated April 21, 1876.
- (11) Deed from Heyman Osterberg, Trustee, of date May 18, 1876, to St. Louis, Rock Island and Chicago Railroad Company, covering all railroad property of The Rockford, Rock Island and St. Louis and The Orion and Minersville Railroad Companies.
- (12) Lease in perpetuity from St. Louis, Rock Island and Chicago Railroad Company to Chicago, Burlington & Quincy Railroad Company, of date February 1, 1877.
- (13) Deed from St. Louis, Rock Island and Chicago Railroad Company to Chicago, Burlington & Quincy Railroad Company, of date June 1, 1899.

The Jacksonville and St. Louis Railway with Branches and Extensions



COMPLETED AS STATED.

- Jacksonville to Franklin, 13 miles.**
 Illinois Farmers' Railroad Company, prior to July 10, 1872.
 - Franklin to Virden, 17.7 miles.**
 The Jacksonville, North Western and South Eastern Railway Company, prior to July 10, 1872.
 - Virden to Centralia, 81.2 miles.**
 The Jacksonville Southeastern Railway Company. Virden to Litchfield, during 1879-80; Litchfield to Smithboro in 1882; Smithboro to Centralia in 1883.
 - Jacksonville to Concord, 9.96 miles.**
 Jacksonville & Concord Railway Company during 1903-04.
- The above, Concord to Centralia, 121.86 miles, deeded to C. B. & Q. July 1, 1905, by Jacksonville and St. Louis Railway Company.
-
- Franklin to Waverly, 1.57 miles (new line).**
 Franklin & Waverly Railway Company during 1906-07. Deeded to C. B. & Q. March 23, 1917.
 - Centralia to Herrin, and West Frankfort, 55.17 miles.**
 Northern and Southern Illinois Railroad Company during 1905-06. Deeded to C. B. & Q. December 1, 1908.
 - Herrin Jct. to Neilson, and West Vienna to Metropolis, 38.47 miles.**
 Herrin & Southern Railroad Company during 1909-10. Deeded to C. B. & Q. October 29, 1914.
 - Junction (north of Centralia) to Junction City, 2.5 miles.**
 Centralia & Sandoval Railroad Company during 1909. Deeded to C. B. & Q. March 23, 1917.
- Metropolis, Illinois, to Paducah, Kentucky, 12.46 miles, including railroad bridge over Ohio River, owned by Paducah & Illinois Railroad Company. Completed 1918.

TRACKAGE RIGHTS.

- Neilson to West Vienna, 15.79 miles, over C. & E. I. R. R. Co.
- Shattuc to East St. Louis, 54.50 miles, over B. & O. S. W. R. R. Co.

The Jacksonville and Saint Louis Railway Company

- I—THE ILLINOIS FARMERS' RAILROAD COMPANY
- II—THE JACKSONVILLE, NORTH WESTERN AND SOUTH EASTERN RAILWAY COMPANY
- III—THE JACKSONVILLE SOUTHEASTERN RAILWAY COMPANY
- IV—THE JACKSONVILLE, LOUISVILLE & ST. LOUIS RAILWAY COMPANY
- V—JACKSONVILLE & CONCORD RAILWAY COMPANY
- VI—THE JACKSONVILLE AND SAINT LOUIS RAILWAY COMPANY

I

The Illinois Farmers' Railroad Company

INCORPORATION

This company was incorporated by a Special Act of the Illinois Legislature, in force February 28, 1867. The company was authorized to construct a railroad

“from the town of Virginia in Cass County by the most eligible route to the town of DuQuoin, Perry County, through the towns of Scottville, Barrs Store, Chesterfield and Staunton, in Macoupin County.”

By Section 9 it was authorized

“to sell its road, franchises, real and personal property to any other company or companies which may have been or may hereafter be incorporated by this state, upon such terms as may be mutually agreed upon between said companies.”

By an Amendment, in force April 20, 1869, the starting point of the road was changed from the town of Virginia to the City of Jacksonville, and Carlinville was substituted for Chesterfield as one of the points on the road.

ORGANIZATION

The record books of this company are not available, and it is impossible to give the date of its organization.

TERMINI AND DESCRIPTION

MAIN LINE: From Jacksonville, Illinois, thence southeasterly to a connection with The Jacksonville, North Western and South Eastern Railway near Franklin, Illinois, a distance (first main) of about thirteen miles.

CONSTRUCTION

Construction of this road was completed some time during the year 1870.

OPERATION

This company operated its line until July 10, 1872.

For operation after July 10, 1872, see “Operation,” The Jacksonville, North Western and South Eastern Railway Company.

DEED TO THE J. N.-W. & S.-E. Ry. Co.

By deed dated July 10, 1872, this company conveyed all of its railroad property and franchises to The Jacksonville, North Western and South Eastern Railway Company.

CORPORATE EXISTENCE

No effort was made after the conveyance of July 10, 1872, to maintain the corporate existence of this company.

CORPORATE RECORDS

Such corporate records as exist are in the custody of the Secretary of The Jacksonville and Saint Louis Railway Company, Chicago, Illinois.

II

The Jacksonville, North Western and South Eastern Railway Company

INCORPORATION

This company was incorporated by Special Act, in force February 23, 1867. It was authorized to construct a railroad

“commencing at Jacksonville, in Morgan County, thence to Sandoval, in Marion County, or to any other point on the Illinois Central Railroad within ten miles of Sandoval, thence to Shawneetown, on the Ohio River, or to any other point on said river, or on the Wabash River north or south of said last mentioned town, to be determined by said company.”

By Section 5 the company was authorized

“to unite, connect or consolidate its railroad with any other railroad constructed or which may hereafter be constructed in this state, upon such terms as may be mutually agreed upon between the companies so uniting, connecting or consolidating. . . . The said corporation may furthermore lease or purchase upon such terms as may be agreed upon, any other road or parts of road, either wholly or partially constructed, which may constitute or be adopted as part of their main line.”

ORGANIZATION

Organized at Jacksonville, Illinois, June 28, 1870, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: (By construction). From Virden, Illinois, thence northwesterly to a connection with The Illinois Farmers' Railroad near Franklin, Illinois, a distance (first main) of 17.7 miles.

MAIN LINE: (Acquired from The Illinois Farmers' Railroad Company). From the terminus of the line last above described near Franklin, Illinois, thence northwesterly to Jacksonville, Illinois, a distance (first main) of about thirteen miles.

Total mileage, 30.7 miles, all in Illinois.

CONSTRUCTION

Line from Virden to Franklin, constructed by this company, was commenced some time in 1870 and completed and opened for traffic prior to July, 1872.

ACQUISITION BY PURCHASE

Of date July 10, 1872, this company purchased by deed the railroad constructed by The Illinois Farmers' Railroad Company, extending from a connection with this company's line near Franklin to Jacksonville, Illinois.

OPERATION

This company operated its line extending from Virden northwesterly to Franklin from the date of its completion (unknown), together with the line it acquired by purchase (July 10, 1872), until July 15, 1879; operated from July 15, 1879, until July 25, 1879, by William S. Hook (see "Deed by the Master," this company).

For operation after July 25, 1879, see "Operation," The Jacksonville Southeastern Railway Company.

FORECLOSURE OF TRUST DEED

Of date July 10, 1872, this company executed a trust deed to the Farmers' Loan & Trust Co., trustee. By decree entered in the Circuit Court of Morgan County, Illinois, of date May 17, 1879, the road was ordered sold under the trust deed.

DEED BY THE MASTER

By deed dated July 15, 1879, Henry Stryker, Jr., Master in Chancery, conveyed to William S. Hook by Master's deed all of the railroad property and franchises formerly belonging to The Jacksonville, North-Western and South-Eastern Railway Company.

CONVEYANCE BY THE PURCHASER

By deed dated July 25, 1879, William S. Hook conveyed all of the said property to The Jacksonville Southeastern Railway Company.

CONFIRMATORY DEED

Of date July 28, 1880, The Jacksonville, North Western and South Eastern Railway Company conveyed to The Jacksonville Southeastern Railway Company by a confirmatory quit-claim deed, all of the interest in the railroad formerly owned by the first named company.

CORPORATE EXISTENCE

No effort was made after July 28, 1880, to maintain the corporate existence of this company.

CORPORATE RECORDS

Such corporate records as exist are in the custody of the Secretary of The Jacksonville and Saint Louis Railway Company, Chicago, Illinois.

III

The Jacksonville Southeastern Railway Company

INCORPORATION

This company was incorporated under the General Laws of Illinois by Articles dated June 23, 1879, and filed with the Secretary of State on June 28, 1879. By the second article the company described its road as follows:

“The railway hereby intended to be constructed, owned and operated is as follows: Beginning at the City of Jacksonville, in the County of Morgan and State of Illinois, and running in a southeasterly direction through the Counties of Morgan, Sangamon, Macoupin, Montgomery, Bond, Clinton and Marion, in the State of Illinois, and terminating at Centralia, in the said County of Marion.”

ORGANIZATION

Organized at Jacksonville, Illinois, June 28, 1879, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: (By purchase). Extending from Jacksonville, Illinois, southeasterly to Virden, Illinois, a distance (first main) of 30.7 miles.

MAIN LINE EXTENSIONS: (By construction):

(1) From the terminus of the line last above described, thence southeasterly to Litchfield, a distance (first main) of 23.2 miles.

(2) From the terminus of the line last above described at Litchfield, thence southerly to Smithboro, Illinois, a distance (first main) of 29 miles.

(3) From the terminus of the line last above described at Smithboro, thence southerly to Centralia, Illinois, a distance (first main) of 29 miles.

Total mileage, 111.9 miles, all in Illinois.

No branch lines were constructed.

ACQUISITION BY PURCHASE

Of date July 25, 1879, this company purchased by deed from William S. Hook the line of railroad extending from Virden northwesterly to Jacksonville, Illinois, formerly the property of The Jacksonville, North Western and South Eastern Railway Company, this company having been formed to acquire the property formerly owned by the last named company.

CONSTRUCTION

For the construction of the line from Jacksonville to Virden, see "Construction," The Illinois Farmers' Railroad Company and The Jacksonville, North Western and South Eastern Railway Company.

Construction on the main line extension from Virden to Litchfield was commenced in 1879, and completed and opened for traffic in 1880.

The second main line extension from Litchfield to Smithboro was built and opened for traffic during 1881.

The third main line extension from Smithboro to Centralia was constructed in 1883, being opened for traffic to Centralia in December, 1883.

OPERATION

This company operated the line it purchased, from Virden to Jacksonville, from July 28, 1880, until February 27, 1890; it operated the extensions from Virden to Centralia from the time of their completion (the line having been finally completed to Centralia in December, 1883) until February 27, 1890.

During the period from July 28, 1880, until February 27, 1890, the operation of this road was carried on jointly with that of the Chicago, Peoria & St. Louis Railroad.

Operated from February 27, 1890, until October 4, 1890, by a bondholders' committee. (See "Sale by the Master," this company.)

Operated from October 4, 1890, until January 23, 1891, by a committee representing the purchasers at the Master's Sale. For operation after January 23, 1891, see "Operation," The Jacksonville, Louisville & St. Louis Railway Company.

FORECLOSURE OF TRUST DEED

Of date July 1, 1882, this company executed a trust deed to Henry Dunn and Edgar H. Butler, Trustees.

Because of default, the property of this company, by decree in the Circuit Court of Marion County, Illinois, entered February 27, 1890, was turned over to a committee consisting of Robert F. Kennedy, Charlemagne Tower, Jr., and John H. Catherwood.

ORDER OF SALE BY THE COURT

By a decree of the Circuit Court of Marion County, Illinois, entered August 5, 1890, in a case wherein Peter Heiss and others were complainants and The Jacksonville Southeastern Railway Company a defendant, the Court ordered the railroad property, then in the hands of said committee, to be sold at public auction.

SALE BY THE MASTER

In pursuance of the decree last above set out, L. M. Kagy, Master in Chancery, conveyed the railroad formerly belonging to The Jack-

sonville Southeastern Railway Company to Robert F. Kennedy, Charlemagne Tower, Jr., and John H. Catherwood, who purchased the property in the interest of the mortgage creditors, said deed being dated October 4, 1890.

SALE BY THE MORTGAGE CREDITORS

The mortgage creditors, through their committee, remained in possession of the property from October 4, 1890, until January 23, 1891, when the said committee (Robert F. Kennedy, Charlemagne Tower, Jr., and John H. Catherwood) conveyed the railroad to William Elliott, the line being described as follows:

“being a railroad formerly known as The Jacksonville Southeastern Railway, extending from the City of Jacksonville, in the County of Morgan and State of Illinois, through the Counties of Morgan, Sangamon, Macoupin, Montgomery, Bond, Clinton and Marion to the City of Centralia, in the County of Marion and State of Illinois.”

DEED TO J. L. & St. L. Ry. Co.

Of date January 23, 1891, William Elliott conveyed to The Jacksonville, Louisville & St. Louis Railway Company the property above described.

CORPORATE EXISTENCE

No effort was made after October 4, 1890, to maintain the corporate existence of this company.

CORPORATE RECORDS

Such corporate records as exist are in the custody of the Secretary of The Jacksonville and Saint Louis Railway Company, Chicago, Illinois.

IV

The Jacksonville, Louisville & St. Louis Railway Company

INCORPORATION

This company was incorporated under the General Laws of Illinois by Articles dated December 30, 1889, and filed with the Secretary of State January 18, 1890, and recorded in Book 11 of Railroad Records.

Article 2 of the said Articles provide as follows:

“The railway hereby intended to be constructed, leased or purchased, owned and operated, is as follows: Beginning in the City of Jacksonville, in the County of Morgan and State of Illinois, and running through the Counties of Morgan, Sangamon, Macoupin, Montgomery, Bond, Clinton and Marion, in the State of Illinois, and terminating in the City of Centralia, in the said County of Marion.”

ORGANIZATION

The record books of this company are not available and it is impossible to give the date of its organization.

TERMINI AND DESCRIPTION

MAIN LINE: From Jacksonville, Illinois, southeasterly to Centralia, Illinois, a distance (first main) of 111.9 miles, all in Illinois.

CONSTRUCTION

This company did not construct any main line mileage.

ACQUISITION BY DEED

By deed dated January 23, 1891, this company purchased from William Elliott the line of railway extending from Centralia to Jacksonville, Illinois, formerly the property of The Jacksonville Southeastern Railway Company, this company having been formed for the purpose of acquiring this railroad property.

OPERATION

This company operated its railroad from January 23, 1891, until April 23, 1896.

Operated from April 23, 1896, until June 29, 1896, by Samuel P. Wheeler, Receiver (see "Foreclosure of Trust Deed," this company).

Operated from June 29, 1896, until October 1, 1896, by Robert F. Kennedy and J. H. Dunn, purchasers at the Master's Sale.

For operation after October 1, 1896, see "Operation," The Jacksonville and Saint Louis Railway Company.

FORECLOSURE OF TRUST DEED

The Jacksonville, Louisville & St. Louis Railway Company executed a trust deed, dated May 1, 1890, to the Finance Company of Pennsylvania, Trustee. Being in default, the Circuit Court of the United States for the Southern District of Illinois, by decree dated April 23, 1896, ordered that all of its property be sold, and appointed Samuel P. Wheeler as Receiver.

SALE BY THE MASTER

Of date June 29, 1896, Philip Barton Warren, Special Master in Chancery, conveyed to Robert F. Kennedy and J. H. Dunn, the railroad property formerly owned by The Jacksonville, Louisville & St. Louis Railway Company.

CONVEYANCE TO J. & St. L. Ry. Co.

By deed dated October 1, 1896, Robert F. Kennedy and J. H. Dunn conveyed to The Jacksonville and Saint Louis Railway Company the railroad property and franchises formerly belonging to The Jacksonville, Louisville & St. Louis Railway Company.

CORPORATE EXISTENCE

No effort was made after the foreclosure of April 23, 1896, to maintain the corporate organization of The Jacksonville, Louisville & St. Louis Railway Company.

CORPORATE RECORDS

Such corporate records as exist are in the custody of the Secretary of The Jacksonville and Saint Louis Railway Company, Chicago, Illinois.

V

Jacksonville & Concord Railway Company

INCORPORATION

This company was incorporated under the General Laws of Illinois by Articles dated September 21, 1903, filed with the Secretary of State on September 24, 1903, and recorded in Book 15 of Railroad Records at page 475.

By its Articles the company defined its line of road as follows:

“from a connection with the Jacksonville & St. Louis Railway, in the City of Jacksonville, in Morgan County, in the State of Illinois, thence in a generally northwesterly direction to a connection with the Chicago, Burlington & Quincy Railroad at or near Concord, in said county and state.”

ORGANIZATION

Organized at Jacksonville, Illinois, November 20, 1903, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad near Concord, Illinois, thence southerly to a connection with The Jacksonville and Saint Louis Railway at Jacksonville, Illinois, a distance (first main) of 9.96 miles, all in Illinois.

No branch lines were constructed.

CONSTRUCTION

Construction on this line commenced late in 1903 and it was completed for traffic February 4, 1904.

OPERATION

Line operated from the date of its completion (February 4, 1904) and until March 22, 1904, by this company; operated from March 22, 1904, until July 1, 1904, by The Jacksonville and Saint Louis Railway Company, as lessee. For operation after July 1, 1904, see “Operation,” The Jacksonville and Saint Louis Railway Company.

LEASE TO J. & St. L. Ry. Co.

By lease for twenty-five years, dated March 22, 1904, this company leased its railroad to The Jacksonville and Saint Louis Railway Company.

DEED TO J. & St. L. Ry. Co.

In 1904 this company conveyed all of its property to The Jacksonville and Saint Louis Railway Company by deed, dated July 1, 1904.

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records are in the custody of the Secretary of The Jacksonville and Saint Louis Railway Company, Chicago, Illinois.

VI

The Jacksonville and Saint Louis Railway Company

INCORPORATION

This company was incorporated under the General Laws of Illinois by Articles dated June 10, 1896, and filed with the Secretary of State July 2, 1896, and recorded in Book 15 of Railroad Records at page 44.

This company was formed for the purpose of acquiring the railroad formerly the property of The Jacksonville, Louisville & St. Louis Railway Company.

ORGANIZATION

Organized at Jacksonville, Illinois, July 10, 1896, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From Jacksonville, Illinois, southerly to Centralia, Illinois, a distance (first main) of 111.9 miles.

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Concord, Illinois, southerly to the terminus of the line last above described at Jacksonville, Illinois, a distance (first main) of 9.96 miles.

Total mileage, 121.86 miles.

No branch lines were constructed.

A portion of this line, extending from a point south of Franklin, Illinois, to a point north of Waverly, has been abandoned, and its utility replaced by the line constructed in the name of the Franklin & Waverly Railway Company. (See separate corporate history of last named company, page 108.)

CONSTRUCTION

This company did not construct any main line mileage.

ACQUISITION BY PURCHASE

October 1, 1896, Robert F. Kennedy and J. H. Dunn conveyed to this company by deed the property formerly belonging to The Jacksonville, Louisville & St. Louis Railway Company, which is described as follows:

“Beginning in the City of Jacksonville and running through the Counties of Morgan, Sangamon, Macoupin, Montgomery, Bond, Clinton and Marion, and

terminating in the City of Centralia, in said County of Marion, in the State of Illinois.”

OPERATION

This company operated its line from Jacksonville to Centralia from October 1, 1896, until July 2, 1904; it operated the leased line from Concord to Jacksonville (see “Acquisition by Lease”) from March 22, 1904, until July 1, 1904; the entire line from Concord to Centralia operated from July 2, 1904, until July 1, 1905, by the Chicago, Burlington & Quincy Railroad Company, as lessee; operated since July 1, 1905, by the Burlington Company, as owner by deed.

ACQUISITION BY LEASE

Of date March 22, 1904, The Jacksonville and Saint Louis Railway Company took a lease for the term of twenty-five years upon the railway constructed by the Jacksonville & Concord Railway Company, extending from Concord southerly to Jacksonville.

ACQUISITION BY DEED

By deed dated July 1, 1904, The Jacksonville and Saint Louis Railway Company purchased all of the property of the Jacksonville & Concord Railway Company.

LEASE TO C. B. & Q. R. R. Co.

Of date July 2, 1904, The Jacksonville and Saint Louis Railway Company leased all of its road

“beginning at Concord, in Morgan County, Illinois, thence extending southerly, via Jacksonville to Centralia, in Marion County, Illinois, a distance of about 121 miles ”

to the Chicago, Burlington & Quincy Railroad Company for the term of twenty-five years, pursuant to purchase of all the securities in April, 1902.

DEED TO C. B. & Q. R. R. Co.

In 1905, The Jacksonville and Saint Louis Railway Company conveyed its line above described to the Chicago, Burlington & Quincy Railroad Company by deed, dated July 1, 1905.

CORPORATE EXISTENCE

This company is still in existence.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of The Jacksonville and Saint Louis Railway Company, Chicago, Illinois.

RAILROAD PURCHASED FROM THE JACKSONVILLE AND SAINT LOUIS RAILWAY COMPANY BY DEED
DATED JULY 1, 1905.

FROM	TO	MILES	BUILT BY	COMMENCED	COMPLETED
Concord.....	Jacksonville....	9.96	J. & C. Ry. Co.....	Late in 1903...	Feb. 4, 1904.
Jacksonville....	Franklin.....	13.0	Ill. Farmers R. R. Co.	.....	Prior to July, 1872.
Franklin.....	Virden.....	17.7	J. N. W. & S. E. Ry. Co.	.....	Prior to July, 1872.
Virden.....	Litchfield.....	23.2	J. S. E. Ry. Co.....	1879.....	1880
Litchfield.....	Smithboro.....	29.0	J. S. E. Ry. Co.....	Spring, 1882...	Fall, 1882.
Smithboro.....	Centralia.....	29.0	J. S. E. Ry. Co.....	Spring, 1883...	Dec., 1883.

CHAIN OF TITLE

- (1) The Illinois Farmers' Railroad Company, incorporated under a Special Act, in force February 28, 1867.
- (2) The Jacksonville, North Western and South Eastern Railway Company, incorporated under a Special Act, in force February 23, 1867.
- (3) The Illinois Farmers' Railroad Company, by deed dated July 10, 1872, conveyed all of its property to The Jacksonville, North Western and South Eastern Railway Company.
- (4) Trust deed, of date July 10, 1872, to the Farmers Loan & Trust Company, Trustee, given by The Jacksonville, North Western and South Eastern Railway Company, foreclosed in the Circuit Court of Morgan County, Illinois, May 17, 1879, and the road ordered to be sold at public auction by Henry Stryker, Jr., Master in Chancery.
- (5) Deed from Henry Stryker, Jr., Master in Chancery, to William S. Hook, of date July 15, 1879, covering the road, property and franchises formerly belonging to The Jacksonville, North Western and South Eastern Railway Company.
- (6) The Jacksonville Southeastern Railway Company, incorporated under the General Law of Illinois by Articles dated June 23, 1879.
- (7) Deed from William S. Hook to The Jacksonville Southeastern Railway Company, of date July 25, 1879, conveying all the property formerly belonging to The Jacksonville, North Western and South Eastern Railway Company.
- (8) Quit claim deed, of date July 28, 1880, by The Jacksonville, North Western and South Eastern Railway Company conveying to The Jacksonville Southeastern Railway Company all of the interest in the railroad formerly owned by the grantor.

- (9) Trust deed, of date July 1, 1882, covering the railroad of The Jacksonville Southeastern Railway Company to Dunn and Butler, Trustees, foreclosed in the Circuit Court of Marion County, Illinois, on February 27, 1890, and the railroad ordered to be turned over to Robert F. Kennedy, Charlemagne Tower, Jr., and John H. Catherwood, a committee representing the mortgage creditors.
- (10) Decree, entered August 5, 1890, by the Circuit Court of Marion County, Ill., in a case wherein Peter Heiss and others were complainants, against The Jacksonville Southeastern Railway Company, wherein the said Court ordered the railroad belonging to the Railway Company to be sold at public auction by the Master in Chancery.
- (11) Deed, of date October 4, 1890, from L. M. Kagy, Master in Chancery, conveying to Robert F. Kennedy, Charlemagne Tower, Jr., and John H. Catherwood (committee representing mortgage creditors) all of the property of The Jacksonville Southeastern Railway Company.
- (12) Deed, of date January 23, 1891, from Robert F. Kennedy, Charlemagne Tower, Jr., and John H. Catherwood, committee representing mortgage creditors of The Jacksonville Southeastern Railway Company conveying to William Elliott all of the property formerly belonging to The Jacksonville Southeastern Railway Company.
- (13) The Jacksonville, Louisville & St. Louis Railway Company, incorporated under the General Law of Illinois, by Articles dated December 30, 1889.
- (14) Deed, of date January 23, 1891, from William Elliott, conveying to The Jacksonville, Louisville & St. Louis Railway Company the railway formerly owned by The Jacksonville Southeastern Railway Company.
- (15) Foreclosure in the Circuit Court of the United States for the Southern District of Illinois by decree dated April 23, 1896, of a trust deed (of date May 1, 1890), given by The Jacksonville, Louisville & St. Louis Railway Company to the Finance Company of Pennsylvania, Trustee, ordering the property to be sold, and appointing Samuel P. Wheeler, Receiver.
- (16) Master's deed, of date June 29, 1896, by Philip Barton Warren, Special Master in Chancery, conveying to Robert F. Kennedy and J. H. Dunn the property formerly owned by The Jacksonville, Louisville & St. Louis Railway Company.
- (17) The Jacksonville and Saint Louis Railway Company, incorporated under the General Law of Illinois by Articles dated June 10, 1896.

- (18) Deed, of date October 1, 1896, from Robert F. Kennedy and J. H. Dunn to The Jacksonville and Saint Louis Railway Company, conveying the railway and property formerly belonging to The Jacksonville, Louisville & St. Louis Railway Company.
- (19) Jacksonville & Concord Railway Company, incorporated under the General Law of Illinois by Articles dated September 21, 1903.
- (20) Lease from the Jacksonville & Concord Railway Company, of date March 22, 1904, of its road to The Jacksonville and Saint Louis Railway Company for the term of twenty-five years.
- (21) Deed, of date July 1, 1904, from the Jacksonville & Concord Railway Company to The Jacksonville and Saint Louis Railway Company.
- (22) Lease, of date July 2, 1904, from The Jacksonville and Saint Louis Railway Company to the Chicago, Burlington & Quincy Railroad Company for the term of twenty-five years.
- (23) Deed, of date July 1, 1905, from The Jacksonville and Saint Louis Railway Company to the Chicago, Burlington & Quincy Railroad Company.

Fenton and Thomson Railroad Company

INCORPORATION

This company was incorporated under the General Law of Illinois by Articles dated June 1, 1903, and filed with the Secretary of State on June 10, 1903, and recorded in Book 15 of Railroad Records at page 451. By the second section of its articles, this company defined its road as follows, to wit:

“It is intended to construct the proposed railway from a point on the Galesburg and Savanna branch of the Chicago, Burlington & Quincy Railroad, about two miles north of Fenton, in the County of Whiteside and State of Illinois; thence in a northerly direction to a point about three miles south of Thomson, on the said Galesburg and Savanna branch of the Chicago, Burlington & Quincy Railroad, in said County and State, a distance of about 12 miles.”

ORGANIZATION

Organized at Chicago, Illinois, July 6, 1903, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From Fenton Junction, on the Galesburg and Savanna branch of the Chicago, Burlington & Quincy Railroad, thence in a northerly direction to Ebner, Illinois, on the same branch of the said Burlington Railroad, a distance (first main) of 12.7 miles, all in Illinois.

No branch lines were constructed.

CONSTRUCTION

Construction on the line began in November, 1903, and it was completed December 25, 1904, and opened for traffic, January 1, 1905.

OPERATION

This company did not operate the railroad constructed in its name, but the said road was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company; until March 1, 1906, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. Co.

By lease for twenty-five years, dated January 2, 1905, this company leased all of its road to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. Co.

In 1906 this company conveyed its road to the Chicago, Burlington & Quincy Railroad Company by deed, dated March 1, 1906.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

The corporate records are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated as the Fenton and Thomson Railroad Company under the general law of Illinois by Articles dated June 4, 1903.
- (2) Leased to the Chicago, Burlington & Quincy Railroad Company for the term of twenty-five years, by lease dated January 2, 1905.
- (3) Deeded to the Chicago, Burlington & Quincy Railroad Company by deed, dated March 1, 1906.

Northern and Southern Illinois Railroad Company

INCORPORATION

This company was incorporated under the General Law of Illinois by Articles dated July 12, 1904, and filed with the Secretary of State on July 13, 1904, and entered in Book 24 of Railroad Records. By the second section of the Articles, the company defined its road as follows, to wit:

“It is proposed to construct the said railroad from a point at or near Centralia, in the County of Marion, Illinois, in a south and southeasterly direction, to a point at or near Herrin, in the County of Williamson, Illinois.”

ORGANIZATION

Organized at Chicago, Illinois, July 28, 1904, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Centralia, Illinois, thence southerly to Herrin, Illinois, a distance (first main) of 51.56 miles.

BRANCH LINE beginning at a junction point with the main line 1.5 miles south of Cambon, Illinois, and extending from thence easterly to West Frankfort, Illinois, a distance (first main) of 3.61 miles. This branch line was originally built as a coal spur, but has been main line track since November 1, 1916.

Total mileage (first main), 55.17 miles, all in Illinois.

CONSTRUCTION

Construction on the main line commenced at Centralia, April 1, 1905, and the road was completed and opened for business to Herrin, April 1, 1906.

OPERATION

This company operated its line from the date of its completion and until July 2, 1906; operated from July 2, 1906, until December 1, 1908, by the Chicago, Burlington & Quincy Railroad Company, as lessee; operated since December 1, 1908, by the Burlington Company as owner by deed.

LEASE TO C. B. & Q. R. R. Co.

By lease dated July 2, 1906, the Northern and Southern Illinois Railroad Company leased all of its railroad property for twenty-five years to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. Co.

In 1908 this company conveyed its railroad, extending from Centralia to Herrin, together with spur or branch tracks to various coal mines, to the Chicago, Burlington & Quincy Railroad Company by deed dated December 1, 1908.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated as the Northern and Southern Illinois Railroad Company under the General Law of Illinois by Articles dated July 12, 1904.
- (2) Leased to the Chicago, Burlington & Quincy Railroad Company for the term of twenty-five years by lease dated July 2, 1906.
- (3) Deeded to the Chicago, Burlington & Quincy Railroad Company by deed dated December 1, 1908.

Herrin & Southern Railroad Company

INCORPORATION

This company was incorporated under the General Law of Illinois by Articles dated June 25, 1909, and filed with the Secretary of State, July 1, 1909, and recorded in Book 30 of Railroad Records at page 23. By the second section of said Articles this company defined its road as follows, to wit:

“ It is proposed to construct, acquire, maintain and operate a railroad from a point at or near the town of Herrin, in the County of Williamson, State of Illinois, from a connection with the railroad of the Northern & Southern Illinois Railroad Company; thence extending in a southerly direction through the Counties of Williamson, Johnson and Massac, a distance of about 57 miles, to a point on the Ohio River on the boundary line between the States of Illinois and Kentucky, opposite or near the town of Metropolis, in said Massac County, Ill., with the right as a part of said railroad to construct, use and maintain a bridge across the Ohio River as may be authorized by the laws of Congress and of the State of Kentucky.”

ORGANIZATION

Organized at Chicago, Illinois, August 31, 1909, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Herrin Junction, Illinois, thence southerly to a connection with the Chicago & Eastern Illinois Railroad at Neilson, Illinois, and from a connection with the Chicago & Eastern Illinois Railroad at West Vienna, Illinois, thence southerly to Metropolis, Illinois, a distance (first main) of 38.47 miles.

From Neilson to West Vienna, Illinois, 15.79 miles, operated under trackage agreement with the Chicago & Eastern Illinois Railroad Company (see “ Trackage Agreement,” this company).

Total operated mileage, 54.26 miles, all in Illinois.

CONSTRUCTION

Construction on the line commenced in July, 1909, and it was completed and opened for traffic October 15, 1910.

TRackage AGREEMENT

From West Vienna to Neilson, Illinois, a distance of 15.79 miles, this company acquired the right by trackage contract (dated June 1, 1910) to use the line of the Chicago & Eastern Illinois Railroad.

OPERATION

This company operated its line from the date of its completion (in April, 1910) until October 19, 1914; operated from October 19, 1914, until October 29, 1914, by the Chicago, Burlington & Quincy Railroad Company, as lessee; operated since October 29, 1914, by the Burlington Company as owner by deed.

LEASE TO C. B. & Q. R. R. Co.

By lease dated October 19, 1914, the Herrin & Southern Railroad Company leased all of its railroad property to the Chicago, Burlington & Quincy Railroad Company for the term of twenty-five years.

DEED TO C. B. & Q. R. R. Co.

In 1914 this company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company by deed dated October 29, 1914.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

The corporate records are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated as the Herrin & Southern Railroad Company under the General Law of Illinois by Articles dated June 25, 1909.
- (2) Leased to the Chicago, Burlington & Quincy Railroad Company for twenty-five years by lease dated October 19, 1914.
- (3) Deeded to the Chicago, Burlington & Quincy Railroad Company by deed dated October 29, 1914.

Franklin & Waverly Railway Company

INCORPORATION

This company was incorporated under the General Law of the State of Illinois by Articles dated January 18, 1906, and filed with the Secretary of State on February 5, 1906, and recorded in Book 24 of Railroad Records at page 194. By the second section of the said Articles, the company defined its road as follows, to wit:

“It is intended to construct the said railroad from Franklin, in Morgan County, in the State of Illinois, thence in a general southerly direction to Waverly, in said Morgan County, in said State.”

The purpose of this company was to change the line of the Chicago, Burlington & Quincy Railroad between Franklin and Waverly, Illinois, and the company was organized in the interest of the Burlington Company and all of the construction paid for by that company.

ORGANIZATION

Organized at Chicago, Illinois, October 1, 1906, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a point south of Franklin, Illinois, to a point north of Waverly, Illinois, a distance of 1.57 miles, all in Illinois. The Jacksonville and Saint Louis line originally constructed between Franklin and Waverly has been abandoned since the opening of the new line constructed by this company.

CONSTRUCTION

Construction commenced May 7, 1906. The line was completed and opened for business in January, 1907.

OPERATION

This company did not operate the line it constructed, but the said line was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. Co.

By deed dated March 23, 1917, this company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

The corporate records are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated as the Franklin & Waverly Railway Company under the General Law of Illinois by Articles dated January 18, 1906.
- (2) Deeded to the Chicago, Burlington & Quincy Railroad Company by deed dated March 23, 1917.

Centralia & Sandobal Railroad Company

INCORPORATION

This company was incorporated under the General Law of Illinois by Articles dated June 12, 1909, and filed with the Secretary of State, June 22, 1909, and recorded in Book 24 of Railroad Records at page 421. By the second section of its said Articles, the company defined its line as follows, to wit:

"It is intended to construct the said railroad from a point on the line of the Chicago, Burlington & Quincy Railroad Company, in Clinton County, Illinois, about one and one-half miles north of Centralia, Marion County, Illinois; thence in a generally northeasterly direction to Sandoval, in Marion County, Illinois."

ORGANIZATION

Organized October 14, 1909, at Chicago, Illinois, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at a junction 1.75 miles north of Centralia, Illinois, thence northerly to Junction City, Illinois, a distance (first main) of 2.5 miles, all in Illinois.

CONSTRUCTION

Construction began in August, 1909, and the line was completed and opened for traffic during that year.

OPERATION

This company did not operate the railroad it constructed, but the said line was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. Co.

By deed dated March 23, 1917, this company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

The corporate records are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated as the Centralia & Sandoval Railroad Company under the General Laws of Illinois by Articles dated June 12, 1909.
- (2) Deeded to the Chicago, Burlington & Quincy Railroad Company by deed dated March 23, 1917.

CHICAGO, BURLINGTON & NORTHERN

INCLUDING

CHICAGO, BURLINGTON AND NORTHERN RAILROAD COMPANY (ILLINOIS).

Chicago & North Wisconsin Railway Company.

CHICAGO, BURLINGTON & NORTHERN RAILROAD COMPANY (CONSOLIDATED).

Winona, Alma and Northern Railway Company.

Chicago, Burlington and Northern Railroad Company (Wisconsin).

Chicago, Burlington and Northern Railroad Company (Minnesota).

Chicago, Burlington and Northern Railroad (Illinois) Chicago, Burlington & Northern Railroad (Consolidated)

Deeded to C. B. & Q. R. R. Co. June 1, 1899.

■ Fulton to Savanna; Oregon to Illinois-Wisconsin State Line; Galena Junction to Galena, and East Dubuque to Dubuque, 94.45 miles.
C. B. & N. R. R. Co. (Illinois) as follows:

FROM	TO	MILEAGE	COMPLETED
Savanna	Fulton	17.99	May 8, 1886.
Oregon	Ill.-Wis. State Line	72.10	July 29, 1886.
Galena Jct.	Galena	3.82	January 3, 1887.
Dubuque, Iowa	End of Track	.54	January 3, 1887

TRACKAGE RIGHTS.

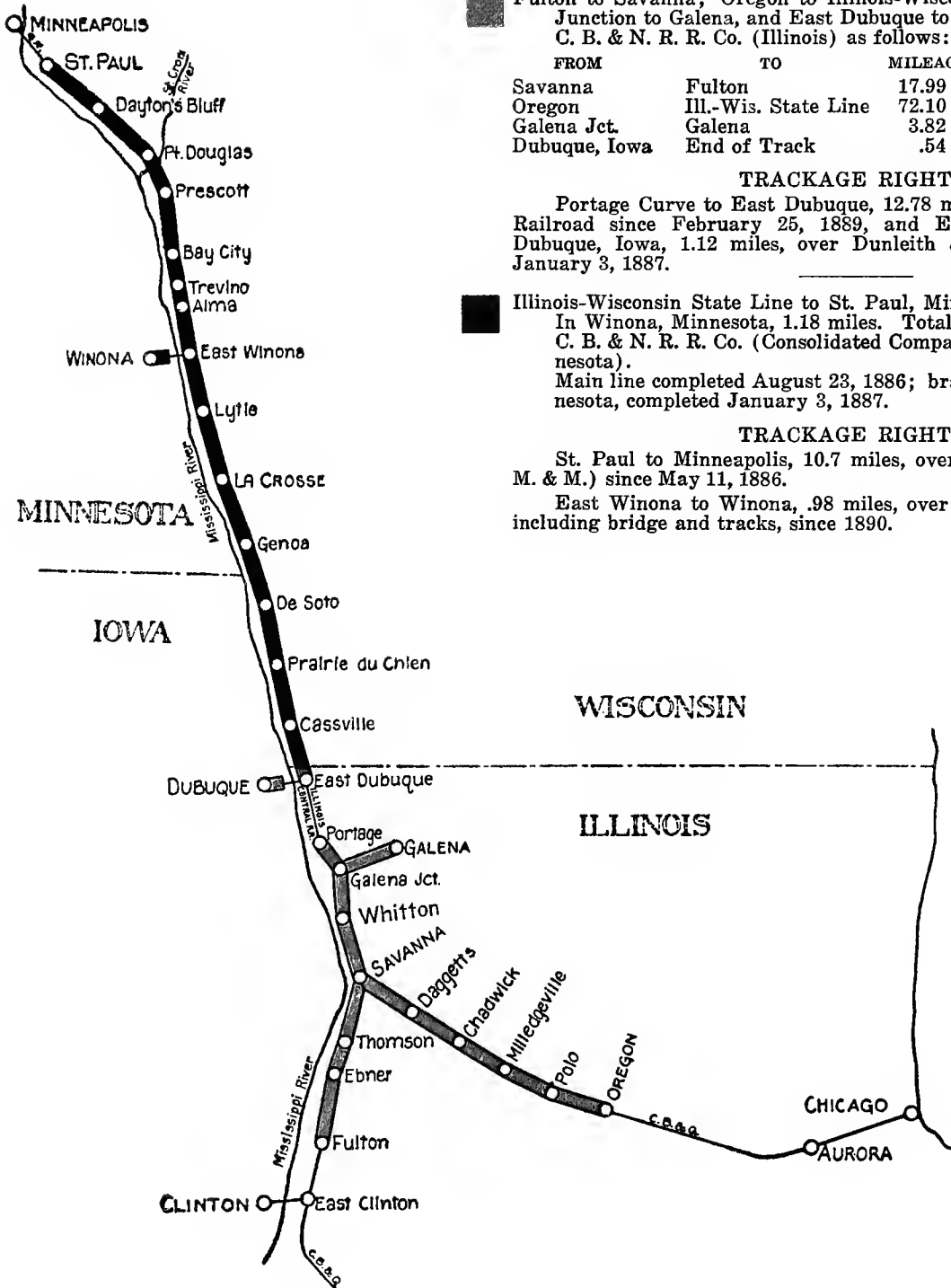
Portage Curve to East Dubuque, 12.78 miles, over Illinois Central Railroad since February 25, 1889, and East Dubuque, Illinois to Dubuque, Iowa, 1.12 miles, over Dunleith & Dubuque Bridge since January 3, 1887.

■ Illinois-Wisconsin State Line to St. Paul, Minnesota, 245.54 miles.
In Winona, Minnesota, 1.18 miles. Total, 246.72 miles.
C. B. & N. R. R. Co. (Consolidated Company of Wisconsin and Minnesota).
Main line completed August 23, 1886; branch line to Winona, Minnesota, completed January 3, 1887.

TRACKAGE RIGHTS.

St. Paul to Minneapolis, 10.7 miles, over Great Northern (St. P. M. & M.) since May 11, 1886.

East Winona to Winona, .98 miles, over Winona Bridge Railway, including bridge and tracks, since 1890.



Chicago, Burlington and Northern Railroad Company

(ILLINOIS)

I—CHICAGO & NORTH WISCONSIN RAILWAY COMPANY

II—CHICAGO, BURLINGTON AND NORTHERN RAILROAD COMPANY

I

Chicago & North Wisconsin Railway Company

INCORPORATION

This company was incorporated under the General Laws of the State of Illinois by Articles dated November 14, 1883, and filed with the Secretary of State on November 15, 1883, and recorded in Book 6 of Railroad Records at page 62.

By the second Article this company defined its road as follows, to wit:

“It is intended to construct a line of railroad from Chicago in the County of Cook through the Counties of Cook, Du Page, Kane, De Kalb, Ogle, Carroll, Stephenson or Jo Daviess to the most eligible point on the Wisconsin State Line in said Jo Daviess or Stephenson Counties, there to meet and connect with another railroad built or to be built in said State of Wisconsin; but should it be found that any line of railroad or part of railroad already constructed through one or more of the above mentioned counties can be leased, used or operated by said company or running arrangements made with the corporation owning or operating the same, then it is to propose to construct only so much of the line between Chicago and the State Line of Wisconsin aforesaid as is necessary to form a continuous line of railroad between those points.”

ORGANIZATION

Organized at Savanna, Illinois, November 14, 1883, by the election of officers.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build, but it did considerable preliminary work and acquired certain disconnected portions of right of way from Oregon, Illinois, westerly on the route of its proposed line via Savanna to a point on the southern boundary line of the State of Wisconsin, near Dunleith, or East Dubuque, Illinois.

CONVEYANCE TO C. B. & N. R. R. CO.

By deed dated July 1, 1887, this company conveyed all of its property and franchises, including the portions of its right of way above noted, to the Chicago, Burlington and Northern Railroad Company of Illinois.

CORPORATE EXISTENCE

No proceedings have been taken to dissolve this company; its corporate existence is inactive.

II

Chicago, Burlington and Northern Railroad Company

INCORPORATION

This company was incorporated under the General Laws of the State of Illinois by Articles dated August 22, 1885, and filed with the Secretary of State of Illinois on August 25, 1885, and recorded in Book 6 of Railroad Records at page 190.

By the second Article the company defined its line of road as follows, to wit:

“From Chicago, in the County of Cook, through the Counties of Cook, Du Page, Kane, De Kalb, Ogle and Carroll, to some point on the Mississippi River at or near Savanna, in Carroll County; and from some point within the City of Fulton, in Whiteside County, northwardly to a connection with the road above mentioned at or near Savanna; thence northwardly to the boundary line of the State of Wisconsin, in Jo Daviess County, there to meet and connect with another railroad built or to be built in said State of Wisconsin.”

ORGANIZATION

Organized August 27, 1885, at Chicago, Illinois, by the election of officers.

ACQUISITION BY PURCHASE

By deed dated July 1, 1887, this company acquired all the property, rights and franchises, belonging to the Chicago & North Wisconsin Railway Company.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with The Chicago and Iowa Railroad at Oregon, Illinois, thence northwesterly via Savanna and East Dubuque to a connection with the Chicago, Burlington & Northern Railroad (Consolidated) at the Wisconsin-Illinois State line, 1.24 miles north of East Dubuque, Illinois, a distance (first main) of 84.88 miles.

That portion of the above line from Portage Curve, Illinois, to East Dubuque was constructed on the right of way of the Illinois Central Railroad, and of date February 25, 1889, this company conveyed to the Illinois Central Railroad Company by deed its track from Portage Curve to East Dubuque, 12.78 miles, and on the same day leased from the last named company the right to a joint use of said track, making the present owned mileage between the points of termini above set out, 72.10 miles, all in Illinois.

MAIN LINE: From a connection with the line first above described, near Savanna, Illinois, thence southerly to Fulton, Illinois, a distance (first main) of 17.99 miles.

MAIN LINE: From a connection with the Illinois Central Railroad at Dubuque, Iowa, thence westerly to the end of the main line track in Dubuque, a distance (first main) of .54 miles, in Iowa.

BRANCH LINE: From a connection with this company's line at Galena Junction, Illinois, thence northerly to Galena, Illinois, a distance (first main) of 3.82 miles.

Total mileage owned, 94.45 miles; 93.91 miles in Illinois; .54 miles in Iowa.

OPERATED UNDER TRACKAGE CONTRACTS: From a connection with the Illinois Central Railroad at Portage Curve, Illinois, thence northerly to a connection with this company's line at East Dubuque, a distance (first main) of 12.78 miles.

From East Dubuque, Illinois, to Dubuque, Iowa, a distance (first main) of 1.12 miles.

Total mileage operated but not owned, 13.90 miles; .49 miles in Iowa; 13.41 miles in Illinois.

Total mileage operated and owned, 108.35 miles; 107.32 miles in Illinois; 1.03 miles in Iowa.

CONSTRUCTION

The first section of railroad constructed extended from Savanna southerly to Fulton, Illinois. Work began in November, 1885, and the line was completed and opened for traffic May 8, 1886.

Work was commenced on the second section of the line extending from Oregon westerly to Savanna on March 2, 1886. The line was completed and opened for traffic July 29, 1886.

Construction of the third section extending from Savanna northerly to the Wisconsin State line was commenced at Savanna, March 3, 1886, and the line was completed to the Wisconsin State line and opened for traffic July 22, 1886.

The line in Dubuque, .54 miles was opened January 3, 1887.

The branch line from Galena Junction, Illinois, to Galena was commenced late in 1886 and completed and opened for traffic to Galena, January 3, 1887.

TRACKAGE CONTRACTS

Under a trackage contract, of date February 25, 1889, between this company and the Illinois Central Railroad Company, this company acquired the right to use the Illinois Central Railroad from Portage Curve to East Dubuque, Illinois.

Under trackage contracts with the Illinois Central Railroad Company and Dunleith & Dubuque Bridge Company, trains were run from East Dubuque, Illinois, to Dubuque, Iowa, commencing January 3, 1887.

OPERATION

The lines owned and leased by this company were operated from the date of their completion and from the date of the several trackage contracts and until May 1, 1899, by the Chicago, Burlington & Northern Railroad Company, a consolidated corporation of Wisconsin and Minnesota; operated from May 1, 1899, until June 1, 1899, by the Chicago, Burlington & Quincy Railroad Company, as lessee; operated since June 1, 1899, by the Burlington Company as owner by deed.

LEASE TO C. B. & N. R. R. CO.

Of date November 16, 1885, this company executed a lease or connecting contract with the Chicago, Burlington & Northern Railroad Company, a consolidated corporation of Wisconsin and Minnesota, the said lease being for an indefinite period. This lease was terminated by mutual consent, March 1, 1899.

LEASE TO C. B. & Q. R. R. CO.

Of date March 1, 1899, effective May 1, 1899, the railroad constructed by the Chicago, Burlington and Northern Railroad Company of Illinois was leased to the Chicago, Burlington & Quincy Railroad Company for the term of twenty-five years. The railroad of this company connected with the road of the Chicago, Burlington & Quincy Railroad Company at Fulton and Oregon, Illinois.

DEED TO C. B. & Q. R. R. CO.

By deed, dated June 1, 1899, this company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company, its lines being described as follows:

“Beginning at Oregon, in Ogle County, and extending thence northwesterly via Savanna, in Carroll County, to a point on the south boundary line of the State of Wisconsin, in Jo Daviess County, where it connects with the railroad of the Chicago, Burlington and Northern Railroad Company, a consolidated corporation of the States of Wisconsin and Minnesota, a distance of about eighty-seven and twenty-four hundredths (87.24) miles; also extending from Savanna, aforesaid, to Fulton, in Whiteside County, a distance of about sixteen and seventy-two hundredths (16.72) miles; also a branch from Galena Junction to Galena, in Jo Daviess County, a distance of about three and eighty-two hundredths (3.82) miles.”

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad, Chicago, Illinois.

CHAIN OF TITLE

- (1) Chicago & North Wisconsin Railway Company, incorporated under the General Laws of Illinois by Articles dated November 14, 1883.
- (2) Chicago, Burlington and Northern Railroad Company of Illinois, incorporated under the General Laws of Illinois by Articles dated August 22, 1885.
- (3) Deed from the Chicago & North Wisconsin Railway Company to Chicago, Burlington and Northern Railroad Company of Illinois, dated July 1, 1887, conveying to the last named company the land, franchises and all other property of the Chicago & North Wisconsin Railway Company.
- (4) Lease from Chicago, Burlington and Northern Railroad Company of Illinois to the Chicago, Burlington & Northern Railroad Company (consolidated), dated November 16, 1885.
- (5) Lease, of date November 16, 1885, between Chicago, Burlington and Northern Railroad Company of Illinois and Chicago, Burlington & Northern Railroad Company (consolidated), terminated by mutual consent May 1, 1899.
- (6) Lease, of date March 1, 1899, effective May 1, 1899, for twenty-five years, from the Chicago, Burlington and Northern Railroad Company of Illinois to the Chicago, Burlington & Quincy Railroad Company.
- (7) Deed, of date June 1, 1899, from the Chicago, Burlington and Northern Railroad Company of Illinois to the Chicago, Burlington & Quincy Railroad Company.

Chicago, Burlington & Northern Railroad Company

(Consolidated company of Wisconsin and Minnesota)

- I—WINONA, ALMA AND NORTHERN RAILWAY COMPANY
- II—CHICAGO, BURLINGTON AND NORTHERN RAILROAD COMPANY (Wisconsin Company)
- III—CHICAGO, BURLINGTON AND NORTHERN RAILROAD COMPANY (Minnesota Company)
- IV—CHICAGO, BURLINGTON & NORTHERN RAILROAD COMPANY (Consolidated)

I

Winona, Alma and Northern Railway Company

INCORPORATION

This company was incorporated under the General Law of Wisconsin by Articles dated August 20, 1883.

Article 2 provides:

“The object of the corporation is to locate, construct, maintain and operate a railroad, with all the necessary warehouses, wharves and appurtenances, from a point on the east bank of the Mississippi River, in Buffalo County, State of Wisconsin, nearly opposite the City of Winona, in the State of Minnesota, to the City of Menomonie, in the County of Dunn, State of Wisconsin, with lateral branch from some point on such main line westward to and into the State of Minnesota.”

ORGANIZATION

Organized at Alma, Wisconsin, August 20, 1883, by the election of officers.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build, but it commenced construction work on the lateral branch line at several points in the fall of 1883, the longest section being from a point in Wisconsin, opposite Winona, Minnesota, north-erly to Alma, Wisconsin.

CONVEYANCE TO C. B. & N. R. R. CO. (Wisconsin Company)

The company conveyed all of its property to the Chicago, Burlington and Northern Railroad Company of Wisconsin by deed dated October 12, 1885.

CORPORATE EXISTENCE

This corporation is in existence, but inactive.

II

Chicago, Burlington and Northern Railroad Company

(Wisconsin Company)

INCORPORATION

This company was incorporated under the General Law of the State of Wisconsin by Articles of Organization dated August 26, 1885,

and filed with Secretary of State for Wisconsin, August 28, 1885, who on that day issued a patent to the said company.

By Article 2 the company defined its road as:

“The railroad of this corporation, with all necessary appurtenances and with telegraph lines in connection therewith, is to be constructed, maintained and operated from a point on the south boundary line of the State of Wisconsin, in Grant County, at or near the City of Dunleith, in the State of Illinois, northerly to a point on the west boundary line of the State of Wisconsin, in or near the town of Prescott, on the St. Croix River, in Pierce County, there to connect with a railroad constructed or to be constructed in the State of Minnesota.”

ORGANIZATION

Organized September 2, 1885, at La Crosse, Wisconsin, by the election of officers.

ACQUISITION BY PURCHASE

By agreement of sale, dated October 12, 1885, it purchased from the Winona, Alma and Northern Railway Company all of the latter company's property.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to construct.

CONSOLIDATION

Of date October 21, 1885, this company consolidated with the Chicago, Burlington and Northern Railroad Company of Minnesota, forming thereby the Chicago, Burlington & Northern Railroad Company, a consolidated corporation of the States of Wisconsin and Minnesota.

III

Chicago, Burlington and Northern Railroad Company

(Minnesota Company)

INCORPORATION

This company was incorporated under the General Law of Minnesota by Articles dated August 27, 1885, and filed with the Secretary of State August 28, 1885, and recorded in Book “M” of Corporation Records at page 307.

By Article 2 it proposed to construct a railroad

“Commencing at a point in Washington County, Minnesota, on the State Line between the States of Wisconsin and Minnesota, near the town of Prescott, in Pierce County, Wisconsin (where it will connect with a railroad organized and in process of construction in and through the State of Wisconsin), thence in a northwesterly direction to and into the City of Minneapolis, Minnesota, via and through the City of St. Paul, Minnesota, upon such convenient route as the directors may determine.”

ORGANIZATION

The record books of this company are not available and it is impossible to give the date of its organization.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build.

CONSOLIDATION

By Articles of Consolidation, of date October 21, 1885, this company consolidated all of its property and franchises with the Chicago, Burlington and Northern Railroad Company of Wisconsin, forming thereby the Chicago, Burlington & Northern Railroad Company.

IV

Chicago, Burlington & Northern Railroad Company

(Consolidated company of Wisconsin and Minnesota)

INCORPORATION

This company was formed October 21, 1885, by Articles of Consolidation by and between the Chicago, Burlington and Northern Railroad Company of Minnesota and a company of the same name incorporated under the Laws of the State of Wisconsin.

Article second of the Agreement defined the route of the company as follows:

“ From the south boundary line of the State of Wisconsin, in Grant County, Wisconsin, at or near the City of East Dubuque, in the State of Illinois, northerly to a point on the west boundary line of the State of Wisconsin, in or near the town of Prescott, on the St. Croix River, in Pierce County, thence in a northwesterly direction to and into the City of Minneapolis, Minn., via and through the City of St. Paul, Minn., upon such convenient route as the directors may determine.”

ORGANIZATION

Organized at Boston, Massachusetts, October 28, 1885, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From the connection with the Chicago, Burlington and Northern Railroad (Illinois) at the Wisconsin-Illinois State line, 1.24 miles north of East Dubuque, Illinois, thence northerly along the east bank of the Mississippi River via Prescott, to a connection with the Great Northern Railroad at St. Paul, Minnesota, a distance (first main) of 245.54 miles; 223.29 miles in Wisconsin and 22.25 miles in Minnesota.

MAIN LINE: From a connection with the Winona Bridge Railway at Winona, Minnesota, thence northerly to the end of the main line track, a distance (first main) of 1.18 miles, all in Minnesota.

Total mileage owned, 246.72 miles; 23.43 miles in Minnesota and 223.29 miles in Wisconsin.

UNDER TRACKAGE AGREEMENTS (see “Trackage Agreements,” this company):

(1) From East Winona, Wisconsin, to and into Winona, Minnesota, a distance (first main) of .98 miles; .53 miles in Wisconsin and .45 miles in Minnesota.

(2) From the terminus of this company's track at St. Paul (center line Third Street), thence northwesterly to Minneapolis, Minnesota, a distance (first main) of 10.70 miles.

Total mileage owned and operated, 258.40 miles; 223.82 miles in Wisconsin and 34.58 miles in Minnesota.

CONSTRUCTION

Construction on the line of the Winona, Alma and Northern Railway, the predecessor of this company, commenced in the fall of 1883. The road was completed and opened for business from La Crosse, Wisconsin, to Trevino, Wisconsin, on June 6, 1886. The line was completed and opened for traffic from the south boundary line of Wisconsin to St. Paul, August 23, 1886. The line in Winona, 1.18 miles was opened January 3, 1887.

TRACKAGE AGREEMENTS

By a trackage agreement dated May 11, 1886, this company secured from the St. Paul, Minneapolis & Manitoba Railway Company the right to use that company's tracks between St. Paul and Minneapolis, Minnesota.

In 1890 this company secured the right to operate a line from East Winona, Wisconsin, to and into Winona, Minnesota, by a written lease from the Winona Bridge Railway Company, covering its bridge and approaches and connecting tracks (1.19 miles).

ACQUISITION BY LEASE

By lease dated November 16, 1885, this company leased the railroad constructed by the Chicago, Burlington and Northern Railroad Company of Illinois, extending from the south boundary line of Wisconsin southerly and easterly via Savanna to Oregon, Illinois, and from Savanna southerly to Fulton, together with the branch line from Galena Junction to Galena, Illinois (see separate corporate existence of the Chicago, Burlington and Northern Railroad Company of Illinois, page 116). This lease was without fixed duration, but subject to termination on thirty days' notice, and of date May 1, 1899, it was terminated by mutual consent.

OPERATION

This company operated the lines it constructed as well as those operated under lease from the date of the completion thereof until May 1, 1899, on which date it surrendered the lines leased from the Chicago, Burlington and Northern Railroad Company of Illinois; from May 1, 1899, until June 1, 1899, the lines constructed by this company

were operated by the Chicago, Burlington & Quincy Railroad Company, as lessee; operated since June 1, 1899, by the Burlington Company as owner by deed.

LEASE TO C. B. & Q. R. R. CO.

In 1899 the consolidated Chicago, Burlington & Northern Railroad Company leased its railroad for the term of twenty-five years to the Chicago, Burlington & Quincy Railroad Company, the said lease being dated March 1, 1899, effective May 1, 1899.

DEED TO C. B. & Q. R. R. CO.

By deed, dated June 1, 1899, this company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company, its line of railroad being described as follows:

“Beginning at a point on the south boundary line of the State of Wisconsin, in Grant County, where it connects with the railroad of the Chicago, Burlington and Northern Railroad Company, a corporation of Illinois, thence extending northwesterly via La Crosse to and into St. Paul and Minneapolis, Minnesota, a distance of about 258.30 miles; together with a branch from East Winona, Wisconsin, to Winona, Minnesota, a distance of about 1.18 miles.”

CORPORATE EXISTENCE

This company is in existence, but inactive.

CORPORATE RECORDS

The corporate records are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Winona, Alma and Northern Railway Company, incorporated under the General Law of Wisconsin by Articles dated August 20, 1883.
- (2) Chicago, Burlington and Northern Railroad Company (Wisconsin), incorporated under the General Law of Wisconsin by Articles dated August 26, 1885.
- (3) Deed from the Winona, Alma and Northern Railway Company to the Chicago, Burlington and Northern Railroad Company (Wisconsin), dated October 12, 1885.
- (4) Chicago, Burlington and Northern Railroad Company (Minnesota), incorporated under the General Laws of Minnesota by Articles dated August 27, 1885.
- (5) Consolidation of the Chicago, Burlington and Northern Railroad Company (Minnesota) and Chicago, Burlington and Northern Railroad Company (Wisconsin) under the name Chicago, Burlington & Northern Railroad Company, by Articles dated October 21, 1885.

- (6) Lease from Chicago, Burlington and Northern Railroad Company (Illinois) to Chicago, Burlington & Northern Railroad Company (consolidated), of date November 16, 1885.
- (7) Lease, of date November 16, 1885 (6), terminated by mutual consent May 1, 1899.
- (8) Lease from the Chicago, Burlington & Northern Railroad Company (consolidated) to Chicago, Burlington & Quincy Railroad Company, dated March 1, 1899, effective May 1, 1899, for twenty-five years.
- (9) Deed from Chicago, Burlington & Northern Railroad Company (consolidated) to Chicago, Burlington & Quincy Railroad Company, dated June 1, 1899.

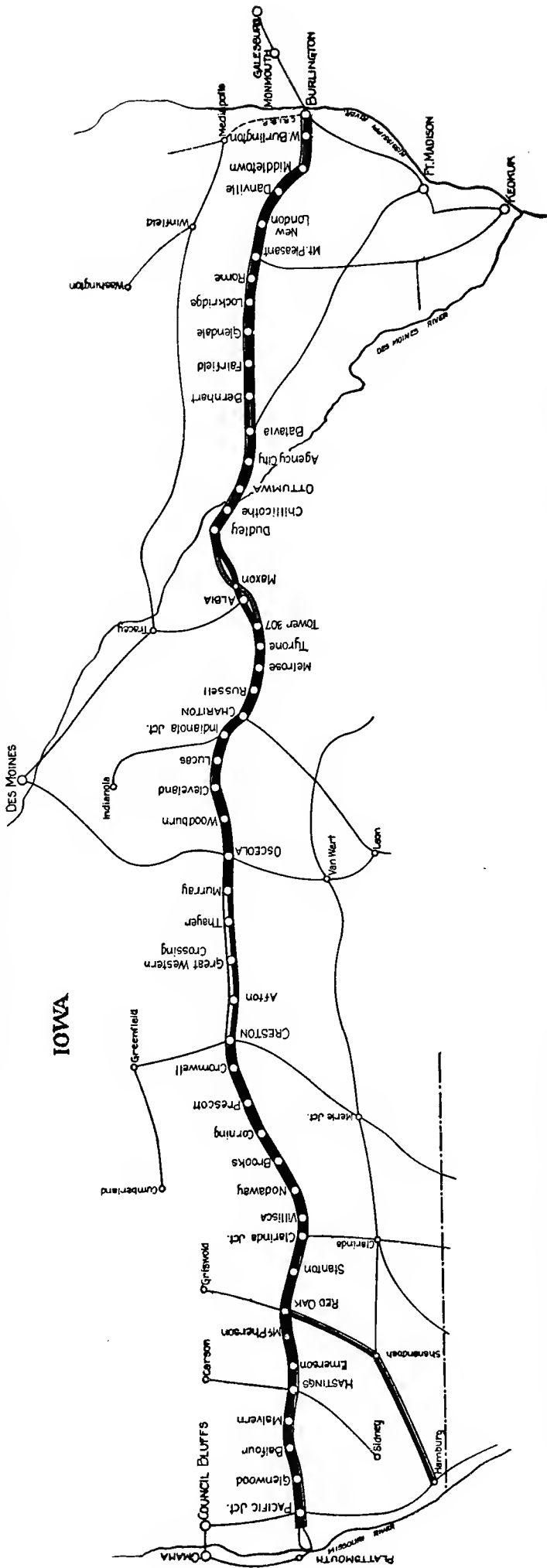
IOWA AND MISSOURI LINES

CORPORATE NAMES

1. BURLINGTON AND MISSOURI RIVER RAILROAD COMPANY (Iowa).
2. KEOKUK AND ST. PAUL RAILWAY COMPANY (Consolidated Company):
Fort Madison, West Point, Keosauqua and Bloomfield Rail Road Company.
Iowa Southern Rail Road Company.
Iowa Southern Junction Rail Road Company.
Iowa Southern Rail Road Company (Consolidated Company).
Fort Madison and Keokuk Railway and Transportation Company.
Keokuk, Mount Pleasant and Muscatine Railroad Company.
Keokuk and St. Paul Railway Company (Original Company).
3. ALBIA, KNOXVILLE AND DES MOINES RAILROAD COMPANY.
4. DES MOINES & KNOXVILLE RAILWAY COMPANY.
5. THE CHARITON, DES MOINES AND SOUTHERN RAIL ROAD COMPANY.
6. THE CRESTON BRANCH OF THE BURLINGTON & MISSOURI RIVER RAILROAD.
7. BURLINGTON AND MISSOURI RAILROAD COMPANY (Chariton Branch).
8. BROWNVILLE AND NODAWAY VALLEY RAILWAY COMPANY.
9. CLARINDA, COLLEGE SPRINGS AND SOUTH-WESTERN RAIL ROAD COMPANY.
10. THE NEBRASKA CITY, SIDNEY AND NORTH EASTERN RAIL WAY COMPANY.
11. LEON, MOUNT AYR AND SOUTHWESTERN RAILROAD COMPANY.
12. CRESTON AND NORTHERN RAILROAD COMPANY.
13. HASTINGS AND AVOCA RAILROAD COMPANY.
14. RED OAK AND ATLANTIC RAILROAD COMPANY.
15. HUMESTON AND SHENANDOAH RAILWAY COMPANY:
Humeston and Shenandoah Railroad Company.
16. WESTERN IOWA RAILROAD COMPANY.
17. THE CHICAGO, BURLINGTON AND KANSAS CITY RAILWAY COMPANY (Consolidated Company):
Iowa and Missouri State Line Railroad Company.
Burlington and Southwestern Railway Company (Original Company).
Burlington and Southwestern Railway Company (First Consolidated Company).
Fort Madison, Farmington and Western Railroad Company.
Burlington, Fort Madison and Southwestern Railway Company.
North Missouri Central Rail Road Company.
Missouri Central Rail Road Company.
Central North Missouri Branch of the Saint Joseph and Iowa Railroad
Linneus Branch of the Burlington and Southwestern Railway.
Burlington and Southwestern Railway Company (Second Consolidated Company).
Kansas City, St. Joseph and Burlington Railway Company.
Chicago, Burlington and Kansas City Railway Company (Original Company).
18. THE BURLINGTON AND WESTERN RAILWAY COMPANY:
Burlington and Northwestern Narrow Gauge Railway Company.
The Burlington and Northwestern Railway.
19. CHICAGO, FT. MADISON AND DES MOINES RAILROAD COMPANY:
The Fort Madison, Oskaloosa and Northwestern Railway Company.
The Fort Madison and Northwestern Railway Company.
The Chicago, Ft. Madison and Des Moines Railway Company.
20. MURRAY AND CRESTON RAILROAD COMPANY.
21. THE CHILLICOTHE AND CHARITON RAIL ROAD COMPANY.
22. FAIRFIELD AND OTTUMWA RAILROAD COMPANY.

23. HANNIBAL AND ST. JOSEPH RAILROAD COMPANY :
Hannibal and St. Joseph's Railroad Company.
The Quincy and Palmyra Railroad Company.
Kansas City, Galveston and Lake Superior Railroad Company.
The Kansas City and Cameron Railroad Company.
24. KANSAS CITY, ST. JOSEPH AND COUNCIL BLUFFS RAILROAD COMPANY :
Platte County Railroad Company.
Platte Country Railroad Company.
Atchison and Saint Joseph Railroad Company.
Missouri Valley Railroad Company.
Weston and Atchison Rail Road Company.
Council Bluffs and St. Joseph Rail Road Company.
The St. Joseph & Council Bluffs Rail Road Company (Original Company).
St. Joseph & Council Bluffs Rail Road Company (Consolidated Company).
Nodaway Valley Railroad Company.
Tarkio Valley Railroad Company.
25. KEOKUK AND WESTERN RAILROAD COMPANY :
The Alexandria and Bloomfield Rail Road Company.
The Alexandria and Nebraska City Rail Road Company.
Iowa Southern Railway Company.
Missouri, Iowa and Nebraska Railway Company.
Des Moines, Osceola and Southern Rail Road.
Des Moines & Kansas City Railway Company.
26. ST. LOUIS, KEOKUK & NORTHWESTERN RAILROAD COMPANY :
Canton and Bloomfield Railroad Company.
Mississippi and Missouri River Air-Line Railroad Company (Original Company).
Alexandria, Canton, La Grange and West Quincy Railroad Company.
The Mississippi and Missouri River Air-Line Railroad Company (Consolidated Company).
Mississippi Valley and Western Railway Company (Original Company).
Mississippi Valley and Western Railway Company (First Consolidated Company).
The Clarksville and Western Railroad Company.
The Mississippi Valley Railroad Company.
Mississippi Valley and Western Railway Company (Second Consolidated Company).
St. Louis, Keokuk and North Western Railway Company.
Iowa Northern Central Railroad Company.
Keokuk and Minnesota Railway Company.
The Keokuk, Iowa City and Minnesota Railroad Company.
The Keokuk and North Western Railroad Company.
Keokuk, Mt. Pleasant & Northern Railroad Company.
Keokuk and Northwestern Railroad Company (Consolidated Company).
Mt. Pleasant and Keokuk Railroad Company.
Keokuk Railway and Improvement Company.
27. THE ST. JOSEPH & DES MOINES RAILROAD COMPANY.
28. GRANT CITY AND SOUTHERN RAILROAD COMPANY.
29. ST. JOSEPH AND NEBRASKA RAILROAD COMPANY.
30. IOWA & ST. LOUIS RAILWAY COMPANY.
31. THE ADAIR COUNTY RAILROAD COMPANY :
Old Monroe-Mexico Line.
Chicago, Burlington & Quincy Railway Company.

Burlington and Missouri River Railroad (Iowa)



Burlington to East Plattsburgh, 280.30 miles.
Burlington and Missouri River Railroad Company.

FROM	TO	MILEAGE	COMPLETED
Burlington	Skunk River	35.22	June 17, 1857.
Skunk River	Fairfield	15.79	August 1, 1858.
Fairfield	Agency City	18.65	February 1, 1859.
Agency City	Ottumwa	5.82	September 1, 1859.
Ottumwa	Albia	24.79	November 1, 1866.
Albia	Russell	23.08	April 19, 1867.
Russell	Chariton	7.50	July 1, 1867.
Chariton	Woodburn	16	December 23, 1867.
Woodburn	Osceola	10.37	January 29, 1868.
Osceola	Afton	23.99	September 10, 1868.
Afton	Cromwell	15.22	June 1, 1869.
Cromwell	Corning	15.73	August 23, 1869.
Corning	Villisca	14	September 28, 1869.
Villisca	Red Oak	15.74	November 12, 1869.
Red Oak	East Plattsburgh	38.40	January 1, 1870.
BRANCH LINE			
Red Oak	Hamburg	39.17	August 1, 1870.

Decided to C. B. & Q. July 31, 1875.

Near Fairfield to near Batavia, 9.15 miles.

Fairfield and Ottumwa Railroad Company, in fall of 1900.

One mile east of Frederic to Tower No. 307, 14.97 miles.
 The Chillicothe and Chariton Rail Road Company, November 4, 1879.

Murray to East Creston, 21.28 miles.

Murray and Creston Railroad Company, in December, 1901.

These three companies were organized to secure a better alignment and grade in the main line, the old line being abandoned near Fairfield, and between Murray and Creston. They were all decided to the C. B. & Q. January 1, 1901.

Burlington and Missouri River Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated January 15, 1852, and filed with the Secretary of State of Iowa, January 23, 1852, as The Burlington and Missouri River Rail Road Company.

Article 10 provided as follows, to wit:

“The object of this Corporation is to construct and use a Rail Road extending from Burlington to the most eligible point on the Missouri River, and along the most eligible routes.”

An amendment to the above Articles, adopted June 23, 1869, provided for a railroad from Burlington “to the most eligible point or points on the Missouri River.”

For a statement of the rights and privileges granted to this company by certain Acts and Resolutions of Congress (Act of July 1, 1862, Act of July 2, 1864, Resolution of April 10, 1869, and Act of May 6, 1870), and assigned and transferred by this company on November 20, 1869 (approved by Directors, November 19, 1869), to the Burlington and Missouri River Rail Road Company in Nebraska, see corporate history of the last named company, page 319.

ORGANIZATION

Effected at Burlington, Iowa, January 17, 1852, by the election of directors and officers.

TERMINI AND DESCRIPTION

MAIN LINE: From Burlington, Iowa, westerly to a connection with the Burlington and Missouri River Railroad in Nebraska, a distance (first main) of 280.30 miles, all in Iowa. (See Note.)

BRANCH LINE: From a connection with the main line above described, at Red Oak, Iowa, thence southwesterly to Hamburg, Iowa, with tracks at “Eastport,” now extinct, opposite Nebraska City, a distance (first main) of 39.17 miles, and additional track north and south of Eastport, 4.816 miles, which was in March, 1871, sold to the Kansas City, St. Joseph and Council Bluffs Railroad Company, and the part not used to reach East Nebraska City was abandoned.

MAIN LINE TERMINAL TRACK: From a connection with the Kansas City, St. Joseph and Council Bluffs Railroad at C. R. I. & P. Crossing, Council Bluffs, Iowa, thence westerly to the Union Pacific Transfer, and to a connection with the Union Pacific Railroad, a distance of 1.87 miles, all in Iowa. (Subsequently shortened to 1.57 miles.)

Total mileage constructed and owned, 321.34 miles, all in Iowa.

(NOTE.—Relocations and abandonments have shortened the mileage between Burlington and the connection with B. & M. R. R. in Nebraska, to 273.43 miles.)

ACQUISITIONS BY LEASE.

MAIN LINE: From Chariton to Leon, Iowa, built by the Burlington and Missouri Railroad Company, 36.72 miles, all in Iowa.

MAIN LINE: From Creston, Iowa, to Hopkins, Missouri, 44.61 miles (from Creston, Iowa, to the Iowa-Missouri State Line, 42.75 miles, built by The Creston Branch of the Burlington and Missouri River Railroad, and from the Iowa-Missouri State Line southerly to Hopkins, Missouri, 1.86 miles, built by the Kansas City, St. Joseph and Council Bluffs Railroad Company): 42.75 miles in Iowa and 1.86 miles in Missouri.

MAIN LINE: From Clarinda Junction southerly to Clarinda, Iowa, 13.95 miles, built by the Brownville and Nodaway Valley Railway Company.

The Burlington and Missouri River Railroad Company also had the right by lease to the joint use of the Kansas City, St. Joseph and Council Bluffs Railroad between Pacific Junction and Council Bluffs, Iowa, a distance of approximately fifteen miles.

Total mileage acquired by lease (including line jointly operated), 110.28 miles; 108.42 miles in Iowa and 1.86 miles in Missouri.

Total mileage operated, 431.62 miles; 429.76 miles in Iowa and 1.86 miles in Missouri; of this, 321.34 miles was owned and 110.28 miles was operated under leases as above.

CONSTRUCTION

Construction on the main line commenced at Burlington in May, 1854, and was completed as follows: To the east bank of the Skunk River, 35.22 miles, June 17, 1857; to Fairfield, 15.79 miles, August 1, 1858; to Agency City, 18.65 miles, February 1, 1859; to Ottumwa, 5.82 miles, September 1, 1859.

Between 1860 and the fall of 1864 all construction was suspended because of the Civil War.

Construction commenced at Ottumwa in July 1865, and the line was completed to Albia, 24.79 miles, November 1, 1866; to Russell, 23.08 miles, April 19, 1867; to Chariton, 7.50 miles, July 1, 1867; to Woodburn, 16 miles, December 23, 1867; to Osceola, 10.37 miles, January 29, 1868; to Afton, 23.99 miles, September 10, 1868, and to Cromwell, 15.22 miles, June 1, 1869; to Corning, 15.73 miles, August 23, 1869; to Villisca, 14 miles, September 28, 1869; to Red Oak, 15.74 miles, November 12, 1869; to a connection with the railroad of the B. & M. R. R. Co. in Nebraska, 38.40 miles, January 1, 1870.

Work on the branch line from Red Oak to Hamburg was commenced at both ends late in 1869, and the line was completed and opened to Hamburg, August 1, 1870.

The terminal track in Council Bluffs above described was built during 1870, being opened for traffic June 19, 1870.

Beginning in 1878, the work of rebuilding certain portions of the main line between Burlington and Pacific Junction begun and was carried on at intervals until October, 1904.

For the construction of the various lines acquired by this company under leases, see "Construction" of said companies.

LEASES TO B. & M. R. R. CO.

Of date May 1, 1872, this company acquired a leasehold interest for the period of the lessor's corporate existence in the Burlington and Missouri Railroad, extending from Chariton to Leon, Iowa.

Of date May 1, 1872, this company acquired a leasehold interest in The Creston Branch of the Burlington and Missouri River Railroad, extending from Creston, Iowa, southerly to the Iowa-Missouri State Line and to a connection with the Kansas City, St. Joseph and Council Bluffs Railroad at said State line.

Of date August 14, 1872, this company acquired a leasehold interest in perpetuity in the railroad built by the Kansas City, St. Joseph and Council Bluffs Railroad extending from the Iowa-Missouri State Line (connection with The Creston Branch of the Burlington and Missouri Railroad) southerly to Hopkins, Missouri, a distance of 1.86 miles.

This company had possession (after September 30, 1872) of the road built by the Brownsville and Nodaway Valley Railway Company, extending from Clarinda Junction to Clarinda, Iowa, 13.95 miles, and operated said road, but no formal written lease was executed by said company.

Beginning January 3, 1870, this company, under lease, had the right to the joint use of the Kansas City, St. Joseph and Council Bluffs Railroad from Pacific Junction to Council Bluffs, Iowa, approximately fifteen miles.

All of the above leasehold interests were assigned and conveyed by this company to the Chicago, Burlington & Quincy Railroad Company by lease dated December 31, 1872, and deed dated July 31, 1875, as hereinafter set out.

OPERATION

That part of the main line of this company between Burlington and Mount Pleasant was operated immediately after its completion (June 17, 1857) by this company, and continued operation as the various sections of the main line were opened after that date and until December 31, 1872; it operated the line extending from Pacific Junction to Council Bluffs, Iowa, as lessee (and as a part of its through line from Council Bluffs to Burlington, Iowa) from January 3, 1870, until December 31, 1872; it operated the line built by The Creston Branch of the Burlington and Missouri River Railroad Company extending

from Creston to the Iowa-Missouri State line, near Hopkins, from May 1, 1872, until December 31, 1872; it operated the line built by the Kansas City, St. Joseph and Council Bluffs Railroad Company from a connection with The Creston Branch of the Burlington and Missouri River Railroad at the Iowa-Missouri State line, thence southerly to Hopkins, Missouri, from August 14, 1872, until December 31, 1872; it operated the line built by the Burlington and Missouri Railroad Company, extending from Chariton to Leon, from May 1, 1872, until December 31, 1872; it operated the line from Clarinda Junction to Clarinda, built by the Brownville and Nodaway Valley Railway Company, from September 30, 1872, until December 31, 1872; all lines operated from December 31, 1872, until July 31, 1875, by the Chicago, Burlington & Quincy Railroad Company as lessee; all lines owned by the Burlington and Missouri River Railroad Company operated since July 31, 1875, by the Chicago, Burlington & Quincy Railroad Company, as owner by deed.

LEASE TO C. B. & Q.

Of date December 31, 1872, this company leased all of its railroad property, and assigned its leasehold interests in other lines of railroad, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

Of date July 31, 1875, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its property and franchises and including its several leasehold interests, its said railroad being described as follows, to wit:

“ . . . its said railroad situated in the State of Iowa extending from Burlington on the Mississippi river to Plattsmouth, on the Missouri river and all branches connected therewith owned or controlled by it, including the Burlington and Missouri Railroad known as the Chariton branch, The Creston Branch of the Burlington & Missouri River Railroad, and the Brownville and Nodaway Valley Railroad . . . ”

CORPORATE EXISTENCE

This company is not in active existence.

CORPORATE RECORDS

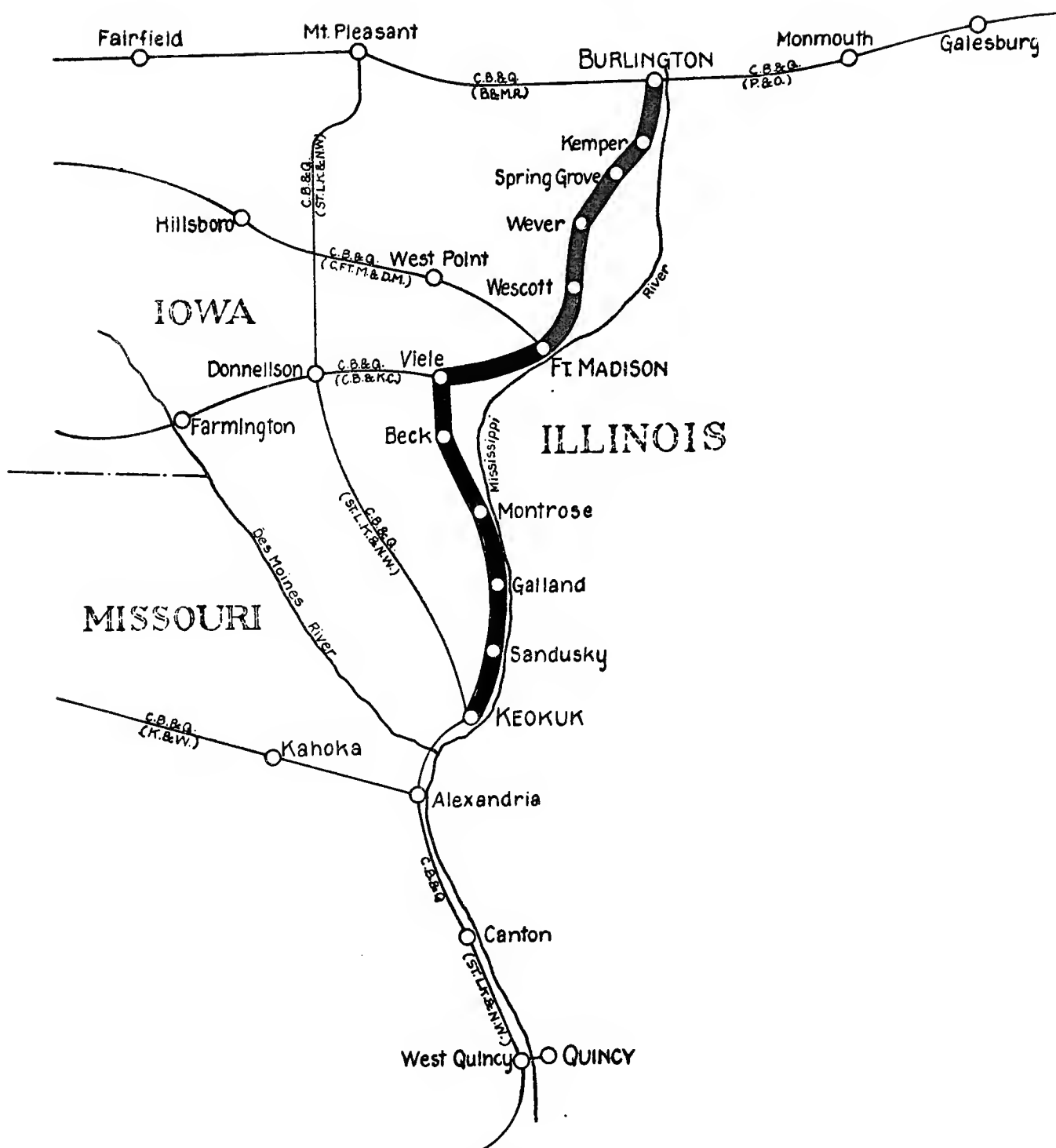
The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Burlington and Missouri River Railroad Company, incorporated under the general laws of Iowa by Articles dated January 15, 1852, and filed with the Secretary of State of Iowa, January 23, 1852.

- (2) Assignment, dated and effective November 20, 1869, by the Burlington and Missouri River Railroad Company, conveying to the Burlington and Missouri River Rail Road Company in Nebraska all of the grantor's property, privileges and franchises acquired by reason of certain Acts and Resolutions of Congress, including the right of said company to build a railroad west of the Missouri River and the title to certain public lands in the State of Nebraska.
- (3) Lease in perpetuity, dated and effective May 1, 1872, from the Burlington and Missouri Railroad Company to the Burlington and Missouri River Railroad Company.
- (4) Lease in perpetuity, dated and effective May 1, 1872, from The Creston Branch of the Burlington and Missouri River Railroad to the Burlington and Missouri River Railroad Company.
- (5) Amendment, dated and effective June 26, 1872, providing for the construction of the Red Oak branch line by the Burlington and Missouri River Railroad Company.
- (6) Lease, dated and effective December 31, 1872, from Burlington and Missouri River Railroad Company to the Chicago, Burlington & Quincy Railroad Company, including an assignment of all the lessor's leasehold interests.
- (7) Deed, dated and effective July 31, 1875, from the Burlington and Missouri River Railroad Company, conveying to the Chicago, Burlington & Quincy Railroad Company all of the first named company's property and franchises.

Keokuk and St. Paul Railway



Deeded to C. B. & Q. R. R. January 1, 1901.

- Fort Madison to Viele, 7.66 miles.
 Surveying and grading done in 1857 and 1858 by Fort Madison, West Point, Keosauqua and Bloomfield; Iowa Southern; and Iowa Southern Junction Rail Road Companies.
 Completed by Iowa Southern October 31, 1859.
- Keokuk to Viele, 16.3 miles.
 Begun in 1855 and completed by Keokuk, Mount Pleasant and Muscatine Railroad Company from Keokuk to Montrose in summer of 1856, and Montrose to Viele; October 31, 1859.
- Fort Madison to Burlington, 18.32 miles.
 Begun in fall of 1867 and completed October 27, 1869, by K. & St. P. Ry. (consolidated company).

Keokuk and St. Paul Railway Company

- I—FORT MADISON, WEST POINT, KEOSAUQUA AND BLOOMFIELD RAIL ROAD COMPANY
- II—IOWA SOUTHERN RAIL ROAD COMPANY
- III—IOWA SOUTHERN JUNCTION RAIL ROAD COMPANY
- IV—IOWA SOUTHERN RAIL ROAD COMPANY (Consolidated Company)
- V—FORT MADISON AND KEOKUK RAILWAY AND TRANSPORTATION COMPANY
- VI—KEOKUK, MOUNT PLEASANT AND MUSCATINE RAILROAD COMPANY
- VII—KEOKUK AND ST. PAUL RAILWAY COMPANY (Original Company)
- VIII—KEOKUK AND ST. PAUL RAILWAY COMPANY (Consolidated Company)

I

Fort Madison, West Point, Keosauqua and Bloomfield Rail Road Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated September 16, 1853, and filed with the Secretary of State of Iowa, September 28, 1853.

Article 10 provided as follows, to wit:

“The object of this incorporation is to construct & use a Rail Road extending from Fort Madison to intersect the North Missouri Rail Road, and ultimately from thence to the Missouri River along the most eligible route and through the towns named in caption to these Articles.”

ORGANIZATION

The record book of this company is not available, and it is impossible to state when the company was organized. The Articles of Incorporation provided that the corporation was to commence on September 16, 1853.

CONSTRUCTION

This company made surveys and acquired a part of the right of way from Fort Madison, Iowa, southerly to Viele, Iowa, and commenced the construction of a grade thereon prior to January, 1857.

CHANGE OF NAME

Pursuant to resolution adopted by the Directors of this company, January 7, 1857 (filed with the Secretary of State of Iowa, March 18, 1857), this company changed its name to Iowa Southern Rail Road Company.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

II

Iowa Southern Rail Road Company

Formed by change of name pursuant to resolution of the Directors, adopted January 7, 1857, having formerly been Fort Madison, West Point, Keosauqua and Bloomfield Rail Road Company. No change in the route of the proposed railroad was made by the change of name, and the new company retained all of the rights and franchises it had possessed under its former name.

ORGANIZATION

The record book of this company is not available, and it is impossible to state from the record when the first meeting was held, but it was probably held January 7, 1857.

CONSTRUCTION

This company, under its former name, Fort Madison, West Point, Keosauqua and Bloomfield Rail Road Company, made surveys and did other work preliminary to construction between Fort Madison and Viele, Iowa, and probably did some grading in Fort Madison, but did not complete any portion of the railroad it was authorized to construct. This company completed said surveys between Fort Madison and Viele, and from Viele westerly toward Keosauqua, and acquired most of the right of way used by its successor, the Iowa Southern Rail Road Company (consolidated) between Fort Madison and Viele.

CONSOLIDATION

Of date January 20, 1859, this company consolidated with the Iowa Southern Junction Rail Road Company, the consolidated corporation taking the name Iowa Southern Rail Road Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of January 20, 1859, to maintain the separate corporate existence of this company.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

III

Iowa Southern Junction Rail Road Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated August 28, 1858, and filed with the Secretary of State of Iowa, November 27, 1858.

Article 1 of said Articles provided as follows, to wit:

“The object of this Incorporation is to construct a Branch Rail Road, from the Iowa Southern Rail Road at Fort Madison to Keokuk, or to a junction of any Rail Road leading thereto.”

ORGANIZATION

The record book of this company is not available, and it is impossible to state when the company was organized. The Articles of Incorporation provided that the corporation was to commence August 28, 1858.

CONSTRUCTION

Immediately after its organization this company commenced work preliminary to construction, and made surveys and acquired a portion of the right of way from Fort Madison, Iowa, southerly to Viele, but did not complete any portion of the railroad it was authorized to build.

CONSOLIDATION

By Articles of Consolidation, dated and effective January 20, 1859, this company consolidated all of its property and franchises with the Iowa Southern Rail Road Company, the consolidated corporation taking the name Iowa Southern Rail Road Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of January 20, 1859, to maintain the separate corporate existence of this company.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

IV

Iowa Southern Rail Road Company

(CONSOLIDATED COMPANY)

Formed by consolidation of Iowa Southern Rail Road Company and Iowa Southern Junction Rail Road Company, pursuant to Articles of Consolidation, dated and effective January 20, 1859, and filed with the Secretary of State of Iowa, February 3, 1859.

Article 6 of said Articles of Consolidation provided as follows, to wit:

“The Iowa Southern Rail Road Company shall at the earliest practicable period complete a Rail Road connection from Fort Madison to a point on the Keokuk, Mt. Pleasant and Minnesota Rail Road, the same being the object contemplated by the Iowa Southern Junction Rail Road Company.”

ORGANIZATION

The record book of this company is not available, and it is impossible to state when this company was organized. The Articles of Consolidation were effective January 20, 1859.

TERMINI AND DESCRIPTION

MAIN LINE: From Fort Madison, Iowa, southerly to a connection with The Keokuk, Mount Pleasant and Muscatine Railroad at Viele, Iowa, a distance (first main) of approximately eight miles.

CONSTRUCTION

Considerable preliminary work and some grading had been done on the line between Fort Madison and Viele, and most of the right of way acquired by the predecessors of this company. Immediately after its formation this company commenced actual construction work, and the line was completed from Fort Madison to Viele and opened for traffic, October 31, 1859, on which date, in connection with the line constructed by the Keokuk, Mount Pleasant and Muscatine Railroad Company, through train service was inaugurated between Fort Madison and Keokuk, Iowa.

OPERATION

Line operated from the date of its completion (October 31, 1859), and until December 30, 1862, by the constructing company (Iowa Southern Rail Road Company, Consolidated), and as a part of the through line between Keokuk and Fort Madison, Iowa.

For operation after December 30, 1862, see "Operation," Fort Madison and Keokuk Railway and Transportation Company.

FORECLOSURE OF TRUST DEED

Of date April 9, 1860, the Iowa Southern Rail Road Company executed its trust deed to Morris K. Jesup, Trustee. Because of default in the payment of interest on the said trust deed, and by decree entered in the District Court of Lee County, Iowa, at Fort Madison, May 28, 1862, the said Trust Deed was foreclosed and the railroad property and franchises belonging to the Iowa Southern Rail Road Company were ordered sold.

SALE BY THE SHERIFF

Of date December 30, 1862, in pursuance of the decree of May 28, 1862, N. G. Hedges, Sheriff of Lee County, Iowa, sold and conveyed the railroad property and franchises formerly belonging to the Iowa Southern Rail Road Company to the Fort Madison and Keokuk Railway and Transportation Company, which had been formed for the purpose of acquiring this property.

CORPORATE EXISTENCE

No effort was made after the conveyance of December 30, 1862, to maintain the corporate existence of the Iowa Southern Rail Road Company.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

V

Fort Madison and Keokuk Railway and Transportation Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated July 17, 1862, and filed with the Secretary of State of Iowa, August 2, 1862.

Article 1 of said Articles granted this company the power

“(to) . . . acquire the Iowa Southern Railroad and if practicable to consolidate the same with the Keokuk, Mt. Pleasant and Muscatine Railroad, and for the purpose of contracting with, chartering or acquiring a steamboat or steamboats to run in connection with said Railway, between Fort Madison and Burlington.”

ORGANIZATION

The record book of this company is not available, and it is impossible to state when the company was organized. The Articles of Incorporation provided that the company was to begin August 1, 1862.

TERMINI AND DESCRIPTION

MAIN LINE (Acquired by purchase): From Fort Madison, Iowa, southerly to a connection with the Keokuk, Mount Pleasant and Muscatine Railroad at Viele, Iowa, a distance (first main) of approximately eight miles, all in Iowa.

ACQUISITION BY PURCHASE

By deed dated December 30, 1862 (pursuant to decree of District Court of Lee County, Iowa, entered May 28, 1862), this company acquired from N. G. Hedges, Sheriff of Lee County, Iowa, all of the railroad property and franchises belonging to the Iowa Southern Rail Road Company (Consolidated Company), and consisting of a completed railroad from Fort Madison to Viele, Iowa.

CONSTRUCTION

This company did not construct any main line mileage. For construction of the line acquired by it by Sheriff's deed of December 30, 1862, see “Construction,” Iowa Southern Rail Road Company.

OPERATION

This company operated its line from Fort Madison to Viele (as a part of the through line from Fort Madison to Keokuk) from December 30, 1862, until October 30, 1867.

For operation after October 30, 1867, see "Operation," Keokuk and St. Paul Railway Company (Consolidated Company).

CONSOLIDATION

Pursuant to Articles of Consolidation, dated and effective October 30, 1867 (approved by the stockholders and directors of this company, October 28, 1867), this company consolidated all of its property and franchises with the Keokuk and St. Paul Railway Company (original company), the consolidation corporation taking the name Keokuk and St. Paul Railway Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of October 30, 1867, to maintain the separate corporate existence of this company.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

VI

Keokuk, Mount Pleasant and Muscatine Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated February 24, 1855, and filed with the Secretary of State of Iowa at a date not recorded.

Article 2 of said Articles provided for a railroad as follows, to wit:

". . . from the City of Keokuk on the Mississippi River in the County of Lee, and state of Iowa, through the town of Mount Pleasant, in Henry County, to the city of Muscatine, in the county of Muscatine, in the state of Iowa, making Columbus City in Lousia County a point on said road if deemed advisable."

ORGANIZATION

The record book of this company is not available, and it is impossible to give the date of its organization. The Articles of Incorporation provided that the company was to commence February 24, 1855.

TERMINI AND DESCRIPTION

MAIN LINE: From Keokuk, Iowa, northerly via Montrose, Iowa, to a connection with the Iowa Southern Rail Road at Viele, Iowa, a distance (first main) of 16.30 miles.

CONSTRUCTION

Immediately after its organization this company commenced construction on that part of its line between Keokuk and Montrose, Iowa, and this section was completed and opened for traffic in the summer of 1856.

During 1857 this company extended its line northerly from Montrose to Viele, Iowa; but this section between Montrose and Viele was not opened for traffic until October 30, 1859, on which date the through line from Keokuk to Fort Madison (in connection with the Iowa Southern Rail Road) was opened for traffic.

OPERATION

This company operated its line, extending from Keokuk to Montrose, Iowa, from the summer of 1856 until October 30, 1859; it operated its line from Keokuk, Iowa, to Viele, Iowa (as a part of the through line from Fort Madison to Keokuk), from October 30, 1859, until October 10, 1867. For a portion of this time, from August 7, 1866, until October 10, 1867, this property was in the possession of Charles B. Foote, who represented the mortgage bondholders, but the road was operated under the name Keokuk, Mount Pleasant and Muscatine Railroad Company.

FORECLOSURE OF TRUST DEED

Of date September 1, 1860, this company executed its trust deed to J. Edgar Thomson and William T. Hooker, Trustees. Because of default in the payment of interest on said trust deed, and by decree entered in the District Court of Lee County, Iowa, May 25, 1866, the property belonging to this company was ordered sold.

SALE BY THE SHERIFF

Of date August 7, 1866, John A. Bishoff, Sheriff of Lee County, Iowa, in pursuance of said decree of May 25, 1866, sold the railroad property and franchises formerly belonging to the Keokuk, Mount Pleasant and Muscatine Railroad Company to Charles B. Foote, who purchased on behalf of the mortgage creditors, and on the same date (August 7, 1866) the Sheriff executed a deed to the said Foote, Trustee.

SALE BY THE PURCHASER

Charles B. Foote, Trustee, remained in possession of the Keokuk, Mount Pleasant and Muscatine Railroad from August 7, 1866, until October 10, 1867, on which date he conveyed all the property by deed to the Keokuk and St. Paul Railway Company.

CORPORATE EXISTENCE

No effort was made after the sale of August 7, 1866, to maintain the corporate existence of this company.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

VII

Keokuk and St. Paul Railway Company

(ORIGINAL COMPANY)

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated May 23, 1866, and filed with the Secretary of State of Iowa on or about April 27, 1867.

Article II provided for a railroad as follows, to wit:

“ . . . from the City of Keokuk, on the Mississippi River, in the County of Lee and State of Iowa, to the north line of the State of Iowa, in the direction of the City of St. Paul, in the State of Minnesota . . . ”

ORGANIZATION

Effected at Keokuk, Iowa, May 23, 1866, by election of officers.

TERMINI AND DESCRIPTION

MAIN LINE (Acquired by Purchase): From Keokuk, Iowa, northerly and northwesterly to Viele, Iowa, a distance (first main) of 16.30 miles, all in Iowa.

ACQUISITION BY PURCHASE

By deed dated October 10, 1867, this company acquired from Charles B. Foote and wife all of the railroad property and franchises formerly belonging to the Keokuk, Mount Pleasant and Muscatine Railroad Company, and consisting of a completed railroad from Keokuk to Viele, Iowa.

OPERATION

This company operated its line, extending from Keokuk to Viele, Iowa, as a part of the through line from Keokuk to Fort Madison, from October 10, 1867, until October 30, 1867. For operation after October 30, 1867, see “Operation,” Keokuk and St. Paul Railway Company (Consolidated Company).

CONSTRUCTION

This company did not build any main line mileage, but made surveys from Viele northerly to Mount Pleasant and beyond, and did other work preliminary to construction.

CONSOLIDATION

By Articles of Consolidation, dated and effective October 30, 1867 (approved by the stockholders and directors of this company on that

date), this company consolidated all of its property and franchises with the Fort Madison and Keokuk Railway and Transportation Company, the consolidated corporation taking the name Keokuk and St. Paul Railway Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of October 30, 1867, to maintain the separate corporate existence of this company.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

VIII

Keokuk and St. Paul Railway Company (CONSOLIDATED COMPANY)

Formed by consolidation in pursuance of Articles of Consolidation, dated and effective October 30, 1867, between Keokuk and St. Paul Railway Company and the Fort Madison and Keokuk Railway and Transportation Company. Articles of Consolidation filed with the Secretary of State of Iowa at a date not recorded.

This corporation did not change the route of its proposed railroad, as set out in the Articles of the several companies by which it was formed.

By an amendment adopted by the stockholders of the Keokuk and St. Paul Railway Company on April 5, 1869 (filed with the Secretary of State of Iowa, April 6, 1869), the company was authorized to build the following branch line, to wit:

“ . . . (from) the City of Fort Madison, in Lee County, on the most practicable route to the City of Burlington, in the County of Des Moines in said State. . . . ”

The above amendment also authorized this company to connect its line at Burlington with the line of the Chicago, Burlington & Quincy Railroad Company and authorized this company to make such agreement with the said Chicago, Burlington & Quincy Railroad Company for the operation of its line as might be mutually agreed upon by said corporations.

ORGANIZATION

The first meeting of the consolidated company was held at Keokuk, Iowa, October 30, 1867.

TERMINI AND DESCRIPTION

MAIN LINE (Acquired by Consolidation): From Fort Madison, Iowa, southerly to Keokuk, Iowa, a distance (first main) of 23.96 miles, all in Iowa.

BRANCH LINE (Constructed): From the terminus of this company's line at Fort Madison, Iowa, thence northerly to a connection with the Chicago, Burlington & Quincy Railroad Company at Burlington, Iowa, a distance (first main) of 18.32 miles, all in Iowa.

Total mileage, 42.28 miles, all in Iowa.

CONSTRUCTION

After its organization, in the fall of 1867, this company commenced work on the branch line from Fort Madison to Burlington, Iowa, which was completed and opened for traffic between Fort Madison and Burlington on October 27, 1869.

For construction of the line acquired by this company by the consolidation of October 30, 1867, see "Construction," Iowa Southern Rail Road Company and Keokuk, Mount Pleasant and Muscatine Railroad Company.

OPERATION

Keokuk and St. Paul Railway Company operated its line between Fort Madison and Keokuk, Iowa, from the date of its organization (October 30, 1867), until its main line extension was completed to Burlington on October 27, 1869. Entire line from Burlington to Keokuk was operated from October 27, 1869, until January 1, 1901, by the Chicago, Burlington & Quincy Railroad Company as lessee, but without formal written lease until July 1, 1900; entire line operated since January 1, 1901, by the Burlington Company as owner by deed.

LEASE TO C. B. & Q.

In February, 1869, the Chicago, Burlington & Quincy Railroad Company purchased control of this road and on October 27, 1869, commenced operation of the Keokuk and St. Paul Railway, and the line was operated by said Burlington Company without formal written lease until July 1, 1900, on which date the Keokuk and St. Paul Railway Company executed a formal written lease to the Burlington Company for twenty-five years.

DEED TO C. B. & Q.

By deed dated January 1, 1901, the Keokuk and St. Paul Railway Company conveyed all of its property and franchises to the Chicago, Burlington & Quincy Railroad Company, its road being described as follows, to wit:

" Its certain railroad, beginning at Burlington in Des Moines County, Iowa, where it connects with the railroad of the Chicago, Burlington & Quincy Rail Road Company, thence extending southerly to Keokuk, in Lee County, said State, to a connection with the railroad of the St. Louis, Keokuk & Northwestern Railroad Company, a distance of about forty-two and thirty-three hundredths (42.33) miles; . . ."

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Fort Madison, West Point, Keosauqua and Bloomfield Rail Road Company, incorporated under the general laws of Iowa by Articles dated September 16, 1853, and filed with the Secretary of State of Iowa, September 28, 1853.
- (2) Resolution by the Directors of the Fort Madison, West Point, Keosauqua and Bloomfield Rail Road Company, adopted January 7, 1857 (filed with the Secretary of State of Iowa, March 18, 1857), whereby the name of said company was changed to Iowa Southern Rail Road Company.
- (3) Iowa Southern Junction Rail Road Company, incorporated under the general laws of Iowa by Articles dated August 28, 1858, and filed with the Secretary of State of Iowa, November 27, 1858.
- (4) Consolidation effected January 20, 1859, between the Iowa Southern Junction Rail Road Company and the Iowa Southern Rail Road Company, the consolidated corporation taking the name Iowa Southern Rail Road Company (Consolidated Company).
- (5) Trust deed, executed April 9, 1860, by the Iowa Southern Rail Road Company (Consolidated Company) to Morris K. Jesup, Trustee, foreclosed by decree in the District Court of Lee County, Iowa, May 28, 1862, and the railroad property and franchises ordered sold.
- (6) Fort Madison and Keokuk Railway and Transportation Company, incorporated under the general laws of Iowa by Articles dated July 17, 1862, and filed with the Secretary of State of Iowa, August 2, 1862.
- (7) Sale by the Sheriff, N. G. Hedges, December 30, 1862 (pursuant to said decree of May 28, 1862), and deed of same date (December 30, 1862), from said Hedges, conveying to Fort Madison and Keokuk Railway and Transportation Company all of the property and franchises formerly belonging to the Iowa Southern Rail Road Company.
- (8) Keokuk, Mount Pleasant and Muscatine Railroad Company, incorporated under the general laws of Iowa by Articles dated February 24, 1855.
- (9) Trust deed, executed by Keokuk, Mount Pleasant and Muscatine Railroad Company to J. Edgar Thomson and William T. Hooker, Trustees, foreclosed by decree of the District Court of Lee County, Iowa, May 25, 1866, and the railroad property and franchises of said company ordered sold.

- (10) Sale by the Sheriff, John A. Bishoff, on August 7, 1866 (pursuant to said decree of May 25, 1866), and deed of same date (August 7, 1866), by said Sheriff, conveying to Charles B. Foote all of the railroad property and franchises formerly belonging to the Keokuk, Mount Pleasant and Muscatine Railroad Company.
- (11) Keokuk and St. Paul Railway Company (Original Company), incorporated under the general laws of Iowa by Articles dated May 23, 1866, and filed with the Secretary of State of Iowa on or about April 27, 1867.
- (12) Deed, dated October 10, 1867, from Charles B. Foote and wife, conveying to the Keokuk and St. Paul Railway Company all of the railroad property and franchises formerly belonging to the Keokuk, Mount Pleasant and Muscatine Railroad Company.
- (13) Consolidation, effected October 30, 1867, between the Fort Madison and Keokuk Railway and Transportation Company and the Keokuk and St. Paul Railway Company, the consolidated corporation taking the name Keokuk and St. Paul Railway Company.
- (14) Amendment to Articles of Incorporation of the Keokuk and St. Paul Railway Company, adopted April 5, 1869, providing for the construction by that company of a branch road from Fort Madison to Burlington, Iowa.
- (15) Lease, dated July 1, 1900, for twenty-five years, from the Keokuk and St. Paul Railway Company to the Chicago, Burlington & Quincy Railroad Company.
- (16) Deed, dated January 1, 1901, from the Keokuk and St. Paul Railway Company, conveying to the Chicago, Burlington & Quincy Railroad Company all of the grantor's property and franchises.

Albia, Knoxville and Des Moines Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated December 10, 1867, and filed with the Secretary of State for Iowa, January 10, 1868.

Article 2 provided for a railroad between the following points, to wit:

“ . . . from Albia in Monroe County, through Knoxville in Marian County to the City of Des Moines in Polk County, Iowa.”

ORGANIZATION

Organized at Knoxville, Iowa, December 10, 1867, by election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Albia, Iowa, thence northwesterly to Knoxville, Iowa, a distance (first main) of 32.92 miles, all in Iowa.

CONSTRUCTION

Construction commenced in 1871, and the road was completed and opened for traffic to Knoxville, November 17, 1875.

OPERATION

Line operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company: until January 1, 1901, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q.

Of date May 15, 1875, this company leased all of its railroad, built and to be built, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated January 1, 1901, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its property and franchises, described as follows, to wit:

“ Its certain railroad, beginning at Albia, in Monroe County, Iowa, where it connects with the railroad of the Chicago, Burlington & Quincy Railroad Company, thence extending in a northwesterly direction to Knoxville in Marian

County in said State, to a connection with the railroad of the Des Moines & Knoxville Railway Company, a distance of thirty-three and ten hundredths (33.10) miles.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Albia, Knoxville and Des Moines Railroad Company, incorporated under the general laws of Iowa by Articles dated December 10, 1867.
- (2) Lease in perpetuity, dated May 15, 1875, from Albia, Knoxville and Des Moines Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed dated January 1, 1901, from the Albia, Knoxville and Des Moines Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Des Moines & Knoxville Railway Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated July 18, 1878, and filed with the Secretary of State for Iowa, August 14, 1878, and recorded in Book I, at page 397.

Article 1 provided for a railroad between the following points, to wit:

“ . . . from the City of Des Moines in Polk County, to the City of Knoxville in Marion County.”

ORGANIZATION

Organized at Des Moines, September 2, 1878, by election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Knoxville, Iowa, northwesterly to Des Moines, Iowa, a distance (first main) of 35.02 miles, all in Iowa.

CONSTRUCTION

Construction commenced in May, 1879, and the road was completed and opened for traffic on January 10, 1880.

OPERATION

Line operated from date of completion by the Chicago, Burlington & Quincy Railroad Company: until January 1, 1901, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q.

Of date September 1, 1879, this company leased all of its railroad, built and to be built, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

Of date January 1, 1901, the Des Moines & Knoxville Railway Company conveyed by deed to the Chicago, Burlington & Quincy Railroad Company all of its property and franchises, described as follows, to wit:

“ Its certain railroad, beginning at Knoxville, in Marion County, Iowa, thence extending northwesterly to Des Moines, in Polk County, said State, a distance of thirty-four and eighty-four hundredths (34.84) miles.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Des Moines & Knoxville Railway Company, incorporated under the general laws of Iowa by Articles dated July 18, 1878.
- (2) Lease in perpetuity, of date September 1, 1879, from the Des Moines & Knoxville Railway Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed dated January 1, 1901, from the Des Moines & Knoxville Railway Company to the Chicago, Burlington & Quincy Railroad Company.

The Chariton, Des Moines and Southern Rail Road Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated January 3, 1876, and filed with the Secretary of State for Iowa, January 6, 1876, and recorded in Book G, at page 605.

Article 2 provided as follows, to wit:

“The object of this corporation is to build a Rail Road from some point on the Chicago and South-Western Rail Road in Wayne or Appanoose Counties, State of Iowa, thence in a northerly direction via Chariton to a point on the Chicago, Rock Island and Pacific Rail Road or one of the branches thereof, upon such a route as the Board of Directors may adopt, to be operated as a line of Rail Road from Chariton in a northerly and southerly direction.”

ORGANIZATION

Organized at Chariton, Iowa, January 31, 1877, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Chariton, Iowa, thence westerly and northerly to Indianola, Iowa, a distance (first main) of 33.14 miles, all in Iowa.

(The length of this line as operated today is 30.49 miles, that portion of said line between Chariton and Indianola Junction, 2.65 miles, being used at this time as a part of the main line of the Chicago, Burlington & Quincy Railroad between the above points.)

CONSTRUCTION

Commenced in September, 1878, and completed and opened for traffic from Chariton to Oakley, 7.21 miles, December 23, 1878, and to Indianola, 25.93 miles, February 23, 1879.

OPERATION

This line was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company: until January 1, 1901, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q.

Of date October 1, 1878, this company leased its railroad, built and to be built, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated January 1, 1901, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its railroad property and franchises, said railroad being described as follows, to wit:

“Its certain railroad, beginning at Chariton, in Lucas County, Iowa, where it connects with the railroad of the Chicago, Burlington & Quincy Railroad Company, thence extending northwesterly to Indianola, in Warren County, in said State, a distance of about thirty-three and sixteen hundredths (33.16) miles.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Chariton, Des Moines and Southern Rail Road Company, incorporated under the general laws of Iowa by Articles dated January 3, 1876.
- (2) Lease in perpetuity, dated October 1, 1878, from The Chariton, Des Moines and Southern Rail Road Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed dated January 1, 1901, from The Chariton, Des Moines and Southern Rail Road Company to the Chicago, Burlington & Quincy Railroad Company.

The Creston Branch of the Burlington & Missouri River Railroad

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated July 24, 1871, and filed with the Secretary of State for Iowa, August 24, 1871.

Article 2 of said Articles provided as follows, to wit:

“The object of this Corporation is to build a Railroad from a point on the Burlington and Missouri River Railroad, in Union County, Iowa, in a South Western direction to the Southern boundary of said State, upon such route as the Board of Directors may adopt; . . .”

ORGANIZATION

Organized at Burlington, Iowa, October 2, 1871, by election of directors.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Creston, Iowa, thence southwesterly to the Iowa-Missouri State line near Hopkins, Missouri, a distance (first main) of 42.75 miles.

Total mileage owned, 42.75 miles; total mileage operated, 42.75 miles, all in Iowa.

CONSTRUCTION

Construction commenced in August, 1871, and the line was completed from Creston to the Iowa-Missouri State line near Hopkins, January 21, 1872.

OPERATION

This company did not operate any portion of the railroad constructed under its charter or in its name, but said road (including the railroad from State line to Hopkins, leased from K. C. St. J. & C. B. R. R. Co.) was operated from the date of its completion and until December 31, 1872, by the Burlington and Missouri River Railroad Company, an Iowa corporation, as lessee; entire owned and leased line operated from December 31, 1872, until January 1, 1901, by the Chicago, Burlington & Quincy Railroad Company as assignee under the Burlington and Missouri River Railroad Company's lease; entire line operated since January 1, 1901, by the Burlington Company as owner by deed.

LEASE TO B. & M. R. R. CO.

Of date May 1, 1872, The Creston Branch of the Burlington & Missouri River Railroad Company leased all of its property and fran-

chises in perpetuity to the Burlington & Missouri River Railroad Company.

Of date December 31, 1872, the Burlington and Missouri River Railroad Company leased all of its railroad property, and assigned its lease of May 1, 1872, to the Chicago, Burlington & Quincy Railroad Company.

Of date July 31, 1875, the Chicago, Burlington & Quincy Railroad Company, as assignee of the Burlington and Missouri River Railroad Company, succeeded to all of the last named company's interest in said lease of May 1, 1872.

DEED TO C. B. & Q.

Of date January 1, 1901, The Creston Branch of the Burlington & Missouri River Railroad conveyed to the Chicago, Burlington & Quincy Railroad Company all of its railroad property and franchises, the said railroad being described as follows, to wit:

"Its certain railroad, beginning at Creston, in Union County, Iowa, where it connects with the railroad of the Chicago, Burlington & Quincy Railroad Company, thence extending southwesterly to the State Line of the State of Iowa, to a connection with the railroad of the Kansas City, St. Joseph & Council Bluffs Railroad Company, a distance of forty-two and seventy-five hundredths (42.75) miles."

CORPORATE EXISTENCE

Corporate organization of this company has been abandoned.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Creston Branch of the Burlington & Missouri River Railroad, incorporated under the general laws of Iowa by Articles dated July 24, 1871.
- (2) Lease, in perpetuity, dated May 1, 1872, from The Creston Branch of the Burlington & Missouri River Railroad to the Burlington and Missouri River Railroad Company.
- (3) Assignment of leasehold interest in The Creston Branch of the Burlington & Missouri River Railroad by the Burlington and Missouri River Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (4) Deed, dated January 1, 1901, from The Creston Branch of the Burlington & Missouri River Railroad to the Chicago, Burlington & Quincy Railroad Company.

Burlington and Missouri Railroad Company

(CHARITON BRANCH)

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated July 24, 1871, and filed with the Secretary of State for Iowa, September 20, 1871.

Said Articles provided for a railroad between the following points, to wit:

“ . . . from a point on the Burlington and Missouri River Railroad in Lucas County, Iowa, in a southwesterly direction to the southern boundary of said State, upon such route as the Board of Directors may adopt. . . .”

ORGANIZATION

Organized at Burlington, Iowa, October 2, 1871, by election of directors and officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Burlington and Missouri River Railroad at Chariton, Iowa, southwesterly to Leon, Iowa, a distance (first main) of 36.72 miles, all in Iowa.

CONSTRUCTION

Construction commenced early in 1871, and said line was completed and opened for traffic August 21, 1872.

OPERATION

This company did not operate any portion of the line constructed under its charter and in its name, but said line was operated from the date of its completion (August 21, 1872) until December 31, 1872, by the Burlington and Missouri River Railroad Company as lessee; operated from December 31, 1872, until January 1, 1901, by the Chicago, Burlington & Quincy Railroad Company as assignee under said Burlington and Missouri River Railroad Company's lease of May 1, 1872; operated since January 1, 1901, by the Burlington Company as owner by deed.

LEASE TO B. & M. R.

Of date May 1, 1872, this company leased all of its railroad, built and to be built, in perpetuity, to the Burlington and Missouri River Railroad Company.

Of date December 31, 1872, the Burlington and Missouri River Railroad Company leased all of the railroad and property of this company, and assigned its lease of May 1, 1872, to the Chicago, Burlington & Quincy Railroad Company.

Of date July 31, 1875, the Chicago, Burlington & Quincy Railroad Company, assignee of the Burlington and Missouri River Railroad Com-

pany, succeeded to all of the last named company's interest in said lease of May 1, 1872.

DEED TO C. B. & Q.

Of date January 1, 1901, the Burlington and Missouri Railroad Company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its property and franchises, the said railroad being described as follows, to wit:

"Its certain railroad, beginning at Chariton, in Lucas County, Iowa, where it connects with the railroad of the Chicago, Burlington & Quincy Railroad Company, thence extending southwesterly to Leon, in Decatur County, in said State, to a connection with the railroad of the Leon, Mount Ayr and Southwestern Railroad Company, a distance of about thirty-six and seventy-two hundredths (36.72) miles."

CORPORATE EXISTENCE

Corporate organization of this company has been abandoned.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Burlington and Missouri Railroad Company, incorporated under the general laws of Iowa by Articles dated July 24, 1871.
- (2) Lease, dated May 1, 1872, in perpetuity, from the Burlington and Missouri Railroad Company to the Burlington and Missouri River Railroad Company.
- (3) Assignment of said lease, dated May 1, 1872, covering the line built under charter granted to the Burlington and Missouri Railroad Company by the Burlington and Missouri River Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (4) Deed, dated January 1, 1901, from the Burlington and Missouri Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Brownville and Nodaway Valley Railway Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated February 27, 1872, and filed with the Secretary of State for Iowa, May 13, 1872.

Said original articles provided for a railroad between the following points, to wit:

“ . . . from a point on the Missouri River opposite the City of Brownville, in the State of Nebraska, thence to the Valley of the Nodaway, in Page County, Iowa, thence in a northeasterly direction to a junction with the Des Moines Valley Rail Road.”

Amendment adopted May 10, 1879 (filed with the Secretary of State, May 20, 1879), provided as follows, to wit:

“ . . . also from Clarinda, in the county of Page, state of Iowa, in a southerly direction to St. Joseph on the Missouri river in the State of Missouri, upon such route as may be selected or determined by the Board of Directors. . . .”

ORGANIZATION

Organized at Villisca, Iowa, February 27, 1872, when the directors named in the Articles of Incorporation met and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a junction with the Burlington and Missouri River Railroad at Clarinda Junction (Villisca), Iowa, thence southerly to Clarinda, Iowa, a distance (first main) of 13.95 miles.

MAIN LINE EXTENSION: From the terminus of this company's line at Clarinda, thence southerly to a connection with the Nodaway Valley Railroad (K. C. St. J. & C. B. R. R.) at Burlington Junction, Missouri, a distance (first main) of 21.12 miles, 11.36 miles in Iowa and 9.76 miles in Missouri.

Total mileage constructed, 35.07 miles; 25.31 miles in Iowa and 9.76 miles in Missouri.

CONSTRUCTION

Construction on that portion of the line from Clarinda Junction to Clarinda, Iowa, was commenced early in 1872, and the line was completed and opened for traffic on September 30, 1872.

Construction on the main line extension from Clarinda, Iowa, to Burlington Junction, Missouri, was commenced in April, 1879, and was completed and opened for traffic October 19, 1879.

OPERATION

This company did not operate any portion of the railroad constructed under its charter, but it was operated from the date of

its completion and until December 31, 1872, by the Burlington & Missouri River Railroad Company, as lessee; operated from July 31, 1875, until January 1, 1901, by the Chicago, Burlington & Quincy Railroad Company, as lessee; operated since January 1, 1901, by the Burlington Company as owner by deed.

LEASE TO C. B. & Q.

This road was operated from the date of its completion until December 31, 1872, by the Burlington and Missouri River Railroad Company, an Iowa corporation, under a verbal lease.

On December 31, 1872, the property of the Burlington and Missouri River Railroad Company was leased to the Chicago, Burlington & Quincy Railroad Company, and all leasehold interests assigned to the last named company. The Chicago, Burlington & Quincy Railroad Company, as assignee under this lease, continued the operation of Brownville and Nodaway Valley Railway under the aforesaid verbal lease until August 1, 1879, when a written lease was executed to the Chicago, Burlington & Quincy Railroad Company, said lease being in perpetuity.

DEED TO C. B. & Q.

Of date January 1, 1901, this company conveyed by deed to the Chicago, Burlington & Quincy Railroad Company all of its property and franchises, its said railroad being described as follows, to wit:

"Its certain railroad, beginning at Clarinda Junction, in Montgomery County, Iowa, where it connects with the railroad of the Chicago, Burlington & Quincy Railroad Company, thence extending southerly to Burlington Junction, in Nodaway County, Missouri, to a connection with the railroad of the Kansas City, St. Joseph & Council Bluffs Railroad Company, a distance of about thirty-five (35) miles."

CORPORATE EXISTENCE

Corporate organization of this company has been abandoned.

CORPORATE RECORDS

Such records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Brownville and Nodaway Valley Railway Company, incorporated under the general laws of Iowa by Articles dated February 27, 1872.
- (2) Lease, dated August 1, 1879, in perpetuity from the Brownville and Nodaway Valley Railway Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, dated January 1, 1901, from the Brownville and Nodaway Valley Railway Company to the Chicago, Burlington & Quincy Railroad Company.

Clarinda, College Springs and South-Western Rail Road Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated May 12, 1879, and filed with the Secretary of State for Iowa, May 23, 1879, and recorded in book J of Incorporations at page 113, et seq.

Said Articles provided for a railroad between the following points, to wit:

“ . . . commencing at a point on the Brownville and Nodaway Valley Railway about three miles south of Clarinda, in Page County, State of Iowa, and thence to College Springs in said County and State, and thence in a south-westerly direction to such point on the Missouri River as the Company may hereafter determine.”

An amendment adopted June 29, 1881, changed the route of said railroad as follows:

“ . . . from a point on the line of the Brownville and Nodaway Valley Railway at or near Clarinda in Page County, Iowa, and thence in a south-westerly direction to a junction with the Tarkio Valley Branch of the Kansas City, St. Joseph and Council Bluffs Railroad . . . ”

ORGANIZATION

Organized at Burlington, Iowa, August 12, 1879, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From Clarinda, Iowa (connection with The Brownville & Nodaway Valley Railroad), thence southwesterly to a connection with the Tarkio Valley Railroad near Northboro, Iowa, a distance (first main) of 15.89 miles, all in Iowa.

CONSTRUCTION

Construction commenced in April, 1881, and said line was completed and opened for traffic July 10, 1882.

OPERATION

This company did not operate any portion of the railroad constructed under its charter and in its name, but said road was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad until January 1, 1901, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q.

Of date September 1, 1879 (effective upon the completion of the railroad), this company leased all of its property, built and to be built, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated January 1, 1901, this company conveyed all of its property and franchises to the Chicago, Burlington & Quincy Railroad Company, its railroad being described as follows, to wit:

"Its certain railroad, beginning at Clarinda, in Page County, Iowa, thence extending southwesterly to a point near Northboro, in said County and State, to a connection with the railroad of the Kansas City, St. Joseph & Council Bluffs Railroad Company, a distance of about fifteen and eighty-nine hundredths (15.89) miles."

CORPORATE EXISTENCE

Corporate organization of this company has been abandoned, no meeting having been held since 1907.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Clarinda, College Springs and South-Western Rail Road Company, incorporated under the general laws of Iowa by Articles dated May 12, 1879.
- (2) Lease in perpetuity, dated September 1, 1879 (effective on the completion of the road), from Clarinda, College Springs and South-Western Rail Road Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, dated January 1, 1901, from the Clarinda, College Springs and South-Western Rail Road Company to the Chicago, Burlington & Quincy Railroad Company.

The Nebraska City, Sidney and North Eastern Rail Way Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated January 10, 1878, and filed with the Secretary of State for Iowa, March 26, 1878, and recorded in book J at page 142.

Article 4 provided as follows, to wit:

"This Rail Road shall be constructed, maintained and operated from and at or near East Port on the Missouri River in Fremont County, Iowa, thence in a general north or north-easterly direction to Mississippi River."

ORGANIZATION

Organized at Sidney, Iowa, January 24, 1878, when the incorporators met and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Burlington and Missouri River Railroad Company at Hastings, Iowa, thence southwesterly to Sidney, Iowa, a distance (first main) of 21.12 miles, all in Iowa.

CONSTRUCTION

Construction commenced in July, 1878, and the railroad was completed and opened for traffic to Sidney, December 2, 1878.

OPERATION

This road was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company until January 1, 1901, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q.

Of date September 2, 1878 (effective upon the completion of the railroad from Hastings to Sidney), this company leased all of its railroad, built and to be built, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

Of date January 1, 1901, this company conveyed by deed, to the Chicago, Burlington & Quincy Railroad Company, all of its property and franchises, its railroad being described as follows, to wit:

"Its certain railroad, beginning at Hastings, in Mills County, Iowa, where it connects with the railroad of the Chicago, Burlington & Quincy Railroad Company, thence extending southerly to Sidney, in Fremont County, said State, a distance of about twenty-one and twelve hundredths (21.12) miles."

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Nebraska City, Sidney and North Eastern Rail Way Company, incorporated under the general laws of Iowa by Articles executed January 11, 1878, and filed with the Secretary of State for Iowa, March 26, 1878.
- (2) Lease, in perpetuity, dated September 2, 1878 (effective upon the completion of its railroad), from The Nebraska City, Sidney and North Eastern Rail Way Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, dated January 1, 1901, from The Nebraska City, Sidney and North Eastern Rail Way Company to the Chicago, Burlington & Quincy Railroad Company.

Leon, Mount Ayr and Southwestern Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles executed September 28, 1878, and filed with the Secretary of State for Iowa, October 31, 1878, and recorded in Book I of Incorporations, at page 488 et seq.

Article 2 provided for the construction of a railroad between the following points, to wit:

“ . . . commencing at a point on the Burlington and Missouri Railroad at or near Leon, in Decatur County, State of Iowa, and thence to Mount Ayr, in Ringgold County, in the said State, and to such point or points beyond there as the company may hereafter determine; and also a southerly line of said road from some point thereon between Leon and Mt. Ayr to such point or points as the company may determine.”

An amendment adopted February 28, 1880, provided for a railroad from

“ Leon, in Decatur County, State of Iowa, to Mount Ayr, Ringgold County, in said State, and thence . . . to the town of Grant City in Worth County, State of Missouri.”

An amendment adopted March 26, 1880, provided for a southerly line of said railroad from

“ Davis City, Decatur County, Iowa, or near that point, and thence . . . to the town of Bethany, Missouri; . . . ”

An amendment adopted October 7, 1880, provided for an extension from Bethany

“ thence in a southwesterly direction through portions of Harrison and Gentry Counties, Missouri, to the town of Albany . . . and thence in a southerly or westerly direction to such point or points in Missouri beyond Albany as the company may hereafter determine.”

ORGANIZATION

Organized at Burlington, Iowa, March 1, 1879, when the directors named in the Articles of Incorporation met and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE: From Leon, Iowa, westerly and southerly via Mt. Ayr to Grant City, Missouri, a distance (first main) of 57.57 miles, 51.10 miles in Iowa and 6.47 miles in Missouri.

MAIN LINE: From a connection with the line above described at Bethany Junction (Togo), thence southerly via Bethany to Albany, Missouri, a distance (first main) of 46.14 miles, 3.24 miles in Iowa and 42.90 miles in Missouri.

Total mileage constructed, 103.71 miles; 49.37 miles in Missouri and 54.34 miles in Iowa.

CONSTRUCTION

Construction commenced at Leon in May of 1879, and the road was completed and opened for business to Mt. Ayr September 26, 1879, and to Grant City September 20, 1880.

Construction on the line from Bethany Junction (Togo) to Albany was commenced at Bethany Junction in April of 1880, and the road was completed to Bethany on November 15, 1880, and to Albany, October 1, 1881.

OPERATION

This company did not operate any portion of the railroad constructed under its charter, but said line was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company until January 1, 1901, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q.

Of date September 1, 1879, this company leased all of its railroad, built and to be built, for the term of its corporate existence, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By indenture dated January 1, 1901, this company deeded all of its property to the Chicago, Burlington & Quincy Railroad Company, this railroad being described as follows, to wit:

"Its certain railroad, beginning at Leon, in Decatur County, Iowa, thence extending southwesterly to Grant City, Worth County, Missouri, to a connection with the railroad of the Grant City and Southern Railroad Company, a distance of about fifty-seven and seventy-two hundredths (57.72) miles; also extending from Bethany Junction, in Decatur County, Iowa, southwesterly to Albany, in Gentry County, Missouri, to a connection with the railroad of the Saint Joseph and Des Moines Railroad Company, a distance of about forty-six and twenty-two hundredths (46.22) miles;"

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Leon, Mount Ayr and Southwestern Railroad Company, incorporated under the general laws of Iowa by articles dated September 28, 1878.
- (2) Lease, dated September 1, 1879, for the term of the lessors' corporate existence, from Leon, Mount Ayr and Southwestern Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, of date January 1, 1901, from Leon, Mount Ayr and Southwestern Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Creston and Northern Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated August 6, 1878, and filed with the Secretary of State for Iowa, February 7, 1880, and recorded in book J at page 524, et seq.

Article II of said Articles provided as follows, to wit:

"The object of this Corporation is to build a railroad from Creston, Iowa, to Sioux City, Iowa, upon such route as the Board of Directors may adopt . . ."

ORGANIZATION

Organized at Creston, Iowa, August 6, 1878, by election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Creston, Iowa, thence northerly to Fontanelle, Iowa, a distance (first main) of 27.42 miles, all in Iowa.

CONSTRUCTION

Construction commenced at Creston in August, 1878, and the line was completed and opened for traffic to Greenfield, 20.52 miles, November 17, 1878, and to Fontanelle, 6.90 miles, May 6, 1879.

OPERATION

This railroad was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company until January 1, 1901, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q.

Of date October 1, 1878, this company leased all of its railroad, built and to be built, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

Of date January 1, 1901, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its railroad property and franchises, its said railroad being described as follows, to wit:

"Its certain railroad, beginning at Creston, in Union County, Iowa, where it connects with the railroad of the Chicago, Burlington & Quincy Railroad Company, thence extending northwesterly to Fontanelle, in Adair County, said State, to a connection with the railroad of the Western Iowa Railroad Company, a distance of about twenty-seven and fifty hundredths (27.50) miles."

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

Such records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Creston and Northern Railroad Company, incorporated under the general laws of Iowa by Articles dated August 6, 1878, and filed with the Secretary of State for Iowa, August 14, 1878.
- (2) Lease, in perpetuity, dated October 1, 1878, from the Creston and Northern Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, dated January 1, 1901, from the Creston and Northern Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Hastings and Avoca Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated October 17, 1879, and filed with the Secretary of State for Iowa, November 3, 1879, and recorded in book J at page 348, et seq.

Article 2 provided as follows, to wit:

“The object of this Corporation is to build and operate a line of railroad commencing at a point on the Burlington and Missouri River Railroad at or near the Town of Hastings in Mills County, State of Iowa, and thence in a Northerly direction to the Town of Avoca in Pottawattamie County in said State.”

ORGANIZATION

Organized at Burlington, Iowa, January 26, 1880, by election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Burlington and Missouri River Railroad at Hastings, Iowa, thence northerly to Carson, Iowa (connection with the Chicago, Rock Island and Pacific Railway), a distance (first main) of 15.79 miles, all in Iowa.

CONSTRUCTION

Construction commenced in March, 1880, and the road was completed and opened for traffic October 6, 1880.

OPERATION

This road was operated from the date of completion by the Chicago, Burlington & Quincy Railroad Company until January 1, 1901, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q.

Of date October 1, 1879 (effective upon the completion of said railroad), this Company leased all of its property and franchises, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated January 1, 1901, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its property and franchises, said railroad being described as follows, to wit:

“Its certain railroad, beginning at Hastings, in Mills County, Iowa, where it connects with the railroad of the Chicago, Burlington & Quincy Railroad Com-

pany, thence extending northerly to Carson, in Pottawattamie County, said State, a distance of about fifteen and seventy-nine hundredths (15.79) miles.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Hastings and Avoca Railroad Company, incorporated under the general laws of Iowa by Articles dated October 17, 1879, and filed with the Secretary of State for Iowa, November 3, 1879.
- (2) Lease, in perpetuity, dated October 1, 1879 (effective upon the completion of the railroad), from Hastings and Avoca Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, dated January 1, 1901, from Hastings and Avoca Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Red Oak and Atlantic Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated May 29, 1879, and filed with the Secretary of State for Iowa, June 9, 1879, and recorded in book J at page 146, et seq.

Article II provided as follows, to wit:

“The object of this Corporation is to build and operate a line of railroad connecting at a point on the Burlington and Missouri River Railroad at or near the town of Red Oak in Montgomery County, State of Iowa, and thence in a northerly direction to the town of Atlantic in Cass County in said State.”

ORGANIZATION

Organized at Burlington, Iowa, July 21, 1879, by election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Burlington and Missouri River Railroad at Red Oak, Iowa, thence northerly to Griswold, Iowa (connection with the Chicago, Rock Island and Pacific Railway), a distance (first main) of 18.04 miles, all in Iowa.

CONSTRUCTION

Construction commenced in August, 1879, and the railroad was completed and opened for traffic January 17, 1880.

OPERATION

This railroad was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company: until January 1, 1901, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q.

By lease dated September 1, 1879, and effective upon the completion of said railroad, this company leased all of its railroad, built and to be built, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated January 1, 1901, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its railroad property and franchises, its said railroad being described as follows, to wit:

“Its certain railroad, beginning at Red Oak, in Montgomery County, Iowa, where it connects with the railroad of the Chicago, Burlington & Quincy Railroad Company, thence extending northerly to Griswold, in Cass County, said State, a distance of about eighteen and four hundredths (18.04) miles.”

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Red Oak and Atlantic Railroad Company, incorporated under the general laws of Iowa by Articles dated May 29, 1879, and filed with the Secretary of State for Iowa, June 9, 1879.
- (2) Lease, in perpetuity, dated September 1, 1879 (effective upon the completion of said railroad), from Red Oak and Atlantic Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, dated January 1, 1901, from the Red Oak and Atlantic Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Humeston and Shenandoah Railway Company

I—HUMESTON AND SHENANDOAH RAILROAD COMPANY
II—HUMESTON AND SHENANDOAH RAILWAY COMPANY

I

Humeston and Shenandoah Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated February 12, 1881, and filed with the Secretary of State for Iowa, March 22, 1881, and recorded in Book L, at page 393.

Article 2 provided as follows:

“The object of this corporation is to build, own and lease a line of Railroad from Prairieville in Decatur County State of Iowa to the Town of Shenandoah in Page County in said State, and it shall also have the power to acquire a Railroad from the said Prairieville to the Town of Humeston in Wayne County State of Iowa and to lease the same.”

This company was organized and its line constructed in the joint interest of the Chicago, Burlington & Quincy Railroad Company and the Wabash, St. Louis and Pacific Railway Company, and in pursuance of an agreement of date March 22, 1881, said Humeston and Shenandoah Railroad Company succeeded to and became the owner of the right of way, grading and all other property of the Iowa, Missouri and Nebraska Railway Company (organized under the laws of Missouri in the interest of the Wabash Company) and the Southern Iowa and Nebraska Railroad Company (an Iowa corporation organized in the interest of the Burlington Company).

ORGANIZATION

Organized at Humeston, Iowa, March 22, 1881, by election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From Van Wert, Iowa (connection with the Missouri, Iowa and Nebraska Railway), westerly to Shenandoah, Iowa, a distance (first main) of 95.20 miles.

LEASED LINE: (See Humeston-Van Wert Line, this company): From Van Wert, Iowa, easterly to Humeston, 17.33 miles.

Total mileage owned, 95.20 miles: total mileage operated (April 1, 1881, until October 7, 1886), 112.53 miles, all in Iowa.

CONSTRUCTION

Construction commenced at several different points of the road between Van Wert and Shenandoah early in 1881, and the road was completed and opened for traffic as follows: from Van Wert to Grand River, 10.89 miles, November 7, 1881; to Tingley, 14.10 miles, September 17, 1882; to Shenandoah, 70.21 miles, November 18, 1882.

For construction of the line from Humeston to Van Wert operated by this company under lease, see "Construction," Missouri, Iowa and Nebraska Railway Company.

OPERATION

This line was operated from the date of completion of the several sections thereof, until July 3, 1895, in the name of the Humeston and Shenandoah Company by a General Manager for the joint account of the Chicago, Burlington & Quincy Railroad Company and the Wabash, St. Louis and Pacific Railway Company, as lessees, under agreement dated April 1, 1881; operated from July 3, 1895, until April 30, 1896, by E. C. Murphy, Receiver. For operation after April 30, 1896, see "Operation," Humeston and Shenandoah Railway Company.

HUMESTON-VAN WERT LINE

Of date April 1, 1881, the Humeston and Shenandoah Railroad Company went into possession of the railroad constructed by the Missouri, Iowa and Nebraska Railway Company extending from Humeston to Van Wert, Iowa, under an operating contract and an agreement to buy said line when good title could be made. As this part of the line was covered by the Missouri, Iowa and Nebraska Railway Company's mortgage of 1870, a clear title could not be made to the Humeston and Shenandoah Railroad Company. Of date October 7, 1886, in pursuance of a decree of the United States District Court for the Southern District of Iowa, given in proceedings to foreclose the Missouri, Iowa and Nebraska Railway Company's mortgage of 1870, the Humeston and Shenandoah Railroad Company surrendered that part of the line from Humeston to Van Wert to Thomas Thacher, Receiver of the Missouri, Iowa and Nebraska Railway Company. See "Corporate History," Keokuk and Western Railroad Company.

LEASE TO C. B. & Q. R. R. CO. AND W. ST. L. & P. RY. CO.

Of date April 1, 1881, the Humeston and Shenandoah Railroad Company leased in perpetuity to the Chicago, Burlington & Quincy Railroad Company and the Wabash, St. Louis and Pacific Railway Company, as tenants in common, all of its railroad, built and to be built, and including the leased line from Humeston to Van Wert, Iowa.

FORECLOSURE OF TRUST DEED

Of date March 31, 1881, the Humeston and Shenandoah Railroad Company executed a trust deed to William J. Ladd and John T. Terry, Trustees. In proceedings to foreclose said trust deed, because of default in the payment of interest, and by an order of the Circuit Court of the United States for the Eastern Division of the Southern District of Iowa, entered July 3, 1895, the railroad property was turned over to Erskine C. Murphy, Receiver.

By decree in said court, entered February 19, 1896, had under the foreclosure proceedings, the railroad property was ordered sold, the said court appointing A. S. Hazelton a Special Master to execute said decree.

Of date March 30, 1896, said Hazelton sold the Humeston and Shenandoah Railroad, at public sale, to Charles E. Perkins.

The sale was confirmed April 14, 1896, and of date April 20, 1896, the said Hazelton executed Master's Deed to Charles E. Perkins.

Of date April 20, 1896, the Trustees under the trust deed of March 31, 1881 (William J. Ladd and John T. Terry), executed their joint deed as Trustees, to Charles E. Perkins.

DEED FROM CHARLES E. PERKINS, PURCHASER

Of date April 21, 1896, Charles E. Perkins and wife conveyed by deed to the Humeston and Shenandoah Railway Company all of the property and franchises formerly belonging to the Humeston and Shenandoah Railroad Company.

CORPORATE EXISTENCE

No effort was made after the foreclosure of February 19, 1896, to maintain the corporate existence of this company.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

II

Humeston and Shenandoah Railway Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated March 28, 1896, and filed with the Secretary of State for Iowa, April 14, 1896, and recorded in Book V-2 at page 441.

Article III provided as follows, to wit:

"The objects of said corporation are to purchase, build, maintain, and operate a line or lines of railroad, commencing at the town of Humeston, in Wayne

County, Iowa, and extending thence through the counties of Wayne, Decatur, Ringgold, Taylor, and Page, to the town of Shenandoah, in said Page County, Iowa, with full power to build branches and extensions from the main line, or any point thereon, to other towns or places within the State of Iowa, and to exercise all other powers granted to railroad companies by the laws of said State. It is designed that this corporation shall purchase the railroad and all the property and franchises of the Humeston and Shenandoah Railroad Company."

ORGANIZATION

Organized at Burlington, Iowa, March 28, 1896, by election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From Van Wert, Iowa (connection with the Missouri, Iowa and Nebraska Railway), westerly to Shenandoah, Iowa, a distance (first main) of 95.20 miles, all in Iowa.

CONSTRUCTION

This company did not construct any main line mileage. For construction of the railroad it acquired by purchase, see "Construction," Humeston and Shenandoah Railroad Company.

ACQUISITION BY PURCHASE

By deed dated April 21, 1896, this company acquired from Charles E. Perkins and wife the railroad property and franchises formerly belonging to the Humeston and Shenandoah Railroad Company, consisting of a railroad extending from Humeston to Shenandoah, Iowa, following purchase of its stock and bonds August 20, 1895.

OPERATION

This company operated its line from May 1, 1896, until June 30, 1896, as separately operated property of the C. B. & Q. R. R. Co.; operated from June 30, 1896, until January 1, 1901, by the Chicago, Burlington & Quincy Railroad Company as lessee under lease in perpetuity dated May 1, 1896; operated since January 1, 1901, by the Burlington Company as owner by deed.

LEASE TO C. B. & Q.

Of date May 1, 1896, the Humeston and Shenandoah Railway Company leased all of its railroad property and franchises, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated January 1, 1901, the Humeston and Shenandoah Railway Company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its railroad property and franchises, the said railroad being described as follows, to wit:

"Its certain railroad, beginning at Van Wert, in Decatur County, Iowa, thence extending westerly to Shenandoah, in Page County, said State, to a connection with the railroad of the Chicago, Burlington & Quincy Rail Road Company, a distance of about ninety-five and forty-five hundredths (95.45) miles;"

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Humeston and Shenandoah Railroad Company, incorporated under the general laws of Iowa by Articles dated February 12, 1881.
- (2) Lease in perpetuity, dated April 1, 1881, from the Humeston and Shenandoah Railroad Company to the Chicago, Burlington & Quincy Railroad Company and Wabash, St. Louis and Pacific Railway Company as tenants in common.
- (3) Order of the Circuit Court of the United States for the Southern District of Iowa, entered July 3, 1895, placing the railroad in the possession of Erskine C. Murphy, Receiver.
- (4) Trust deed, executed by the Humeston and Shenandoah Railroad Company, March 31, 1881, foreclosed in the Circuit Court of United States for the Southern District of Iowa, and by decree of February 19, 1896, the railroad property ordered to be sold.
- (5) Sale by the Master (A. S. Hazelton), in pursuance of decree of February 19, 1896, to Charles E. Perkins; sale confirmed by said Court, April 14, 1896; deed made by the Master to Charles E. Perkins, April 20, 1896.
- (6) Humeston and Shenandoah Railway Company, incorporated under the general laws of Iowa by Articles dated March 28, 1896.
- (7) Deed, dated April 21, 1896, from Charles E. Perkins and wife, conveying to the Humeston and Shenandoah Railway Company the railway property and franchises belonging to the Humeston and Shenandoah Railroad Company.
- (8) Lease, in perpetuity, dated May 1, 1896, from the Humeston and Shenandoah Railway Company to the Chicago, Burlington & Quincy Railroad Company.
- (9) Deed, dated January 1, 1901, from the Humeston and Shenandoah Railway Company to the Chicago, Burlington & Quincy Railroad Company.

Western Iowa Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated September 9, 1884, and filed with the Secretary of State of Iowa, September 17, 1884, and recorded in book R at page 525, et seq.

Article II provided for a railroad between the following points, to wit:

“Commencing at a point on the Creston & Northern Railroad, in Adair County and State of Iowa, and running thence in a general westerly direction through the Counties of Adair, Cass, Adams and Montgomery, or such parts as may be necessary, to and into the County of Pottawattamie, in the State of Iowa; . . .”

ORGANIZATION

Organized at Burlington, Iowa, October 4, 1884, by election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Creston and Northern Railroad Company at Fontanelle, Iowa, thence westerly to Cumberland, Iowa, a distance (first main) of 20.33 miles, all in Iowa.

CONSTRUCTION

Construction commenced at Fontanelle in November, 1884. The line was completed to Cumberland and placed in operation August 25, 1885.

OPERATION

This railroad was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company: until January 1, 1901, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q.

Of date September 1, 1885 (effective from the date of the completion of said railroad), this company leased all of its railroad property and franchises, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

Of date January 1, 1901, this company conveyed, by deed, to the Chicago, Burlington & Quincy Railroad Company, all of its railroad

property and franchises, the said railroad being described as follows, to wit:

"Its certain railroad, beginning at Fontanelle, in Adair County, Iowa, thence extending westerly to Cumberland, in Cass County, said State, a distance of about twenty and thirty-three hundredths (20.33) miles."

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

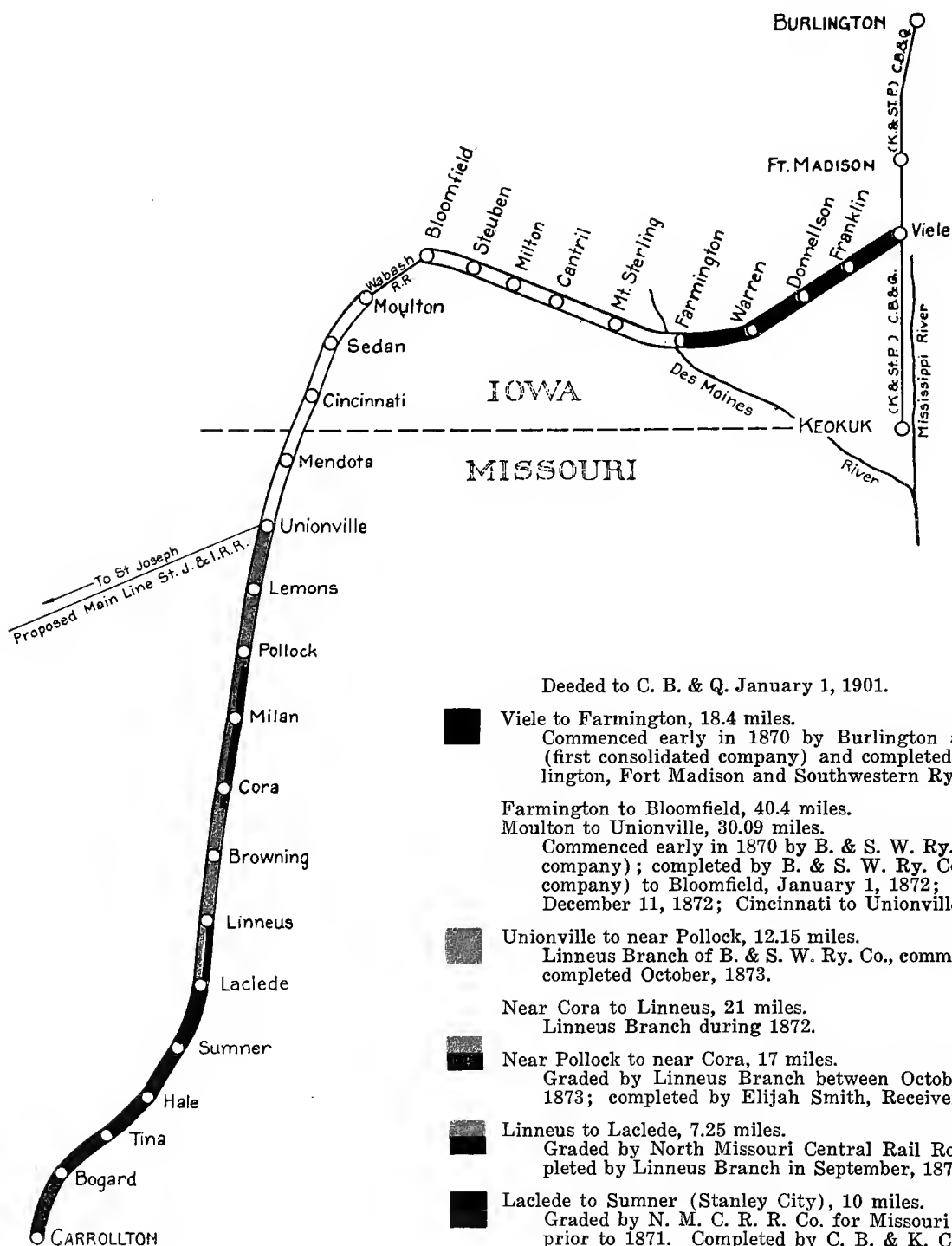
CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Western Iowa Railroad Company, incorporated under the general laws of Iowa by Articles dated September 9, 1884, and filed with the Secretary of State for Iowa, September 17, 1884.
- (2) Lease, in perpetuity, dated September 1, 1885, from Western Iowa Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, dated January 1, 1901, from the Western Iowa Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

The Chicago, Burlington and Kansas City Railway



Deeded to C. B. & Q. January 1, 1901.

- Viele to Farmington, 18.4 miles.**
 Commenced early in 1870 by Burlington and Southwestern Ry. (first consolidated company) and completed May 1, 1871, by Burlington, Fort Madison and Southwestern Ry. Co.
- Farmington to Bloomfield, 40.4 miles.**
Moulton to Unionville, 30.09 miles.
 Commenced early in 1870 by B. & S. W. Ry. Co. (first consolidated company); completed by B. & S. W. Ry. Co. (second consolidated company) to Bloomfield, January 1, 1872; Moulton to Cincinnati, December 11, 1872; Cincinnati to Unionville, June 8, 1873.
- Unionville to near Pollock, 12.15 miles.**
 Linneus Branch of B. & S. W. Ry. Co., commenced in October, 1871; completed October, 1873.
- Near Cora to Linneus, 21 miles.**
 Linneus Branch during 1872.
- Near Pollock to near Cora, 17 miles.**
 Graded by Linneus Branch between October, 1871, and October, 1873; completed by Elijah Smith, Receiver, September 27, 1876.
- Linneus to Laclede, 7.25 miles.**
 Graded by North Missouri Central Rail Road Co., 1869-70; completed by Linneus Branch in September, 1872.
- Laclede to Sumner (Stanley City), 10 miles.**
 Graded by N. M. C. R. R. Co. for Missouri Central Rail Road Co. prior to 1871. Completed by C. B. & K. C. Ry. Co. (consolidated company) July 17, 1882.
- Sumner to Carrollton, 29.9 miles.**
 C. B. & K. C. Ry. Co. (consolidated company); commenced in 1883, and completed June 23, 1885.

TRACKAGE RIGHTS.

Bloomfield to Moulton, 14.11 miles over N. M. R. R. (Wabash).
 Viele to Burlington, 25.3 miles over C. B. & Q. R. R.

The Chicago, Burlington and Kansas City Railway Company

- I—IOWA AND MISSOURI STATE LINE RAILROAD COMPANY.
- II—BURLINGTON AND SOUTHWESTERN RAILWAY COMPANY (Original Company)
- III—BURLINGTON AND SOUTHWESTERN RAILWAY COMPANY (First Consolidated Company)
- IV—FORT MADISON, FARMINGTON AND WESTERN RAILROAD COMPANY
- V—BURLINGTON, FORT MADISON AND SOUTHWESTERN RAILWAY COMPANY
- VI—NORTH MISSOURI CENTRAL RAIL ROAD COMPANY
- VII—MISSOURI CENTRAL RAIL ROAD COMPANY
- VIII—CENTRAL NORTH MISSOURI BRANCH OF THE SAINT JOSEPH AND IOWA RAILROAD
- IX—LINNEUS BRANCH OF THE BURLINGTON AND SOUTHWESTERN RAILWAY
- X—BURLINGTON AND SOUTHWESTERN RAILWAY COMPANY (Second Consolidated Company)
- XI—KANSAS CITY, ST. JOSEPH AND BURLINGTON RAILWAY COMPANY
- XII—CHICAGO, BURLINGTON AND KANSAS CITY RAILWAY COMPANY (Original Company)
- XIII—THE CHICAGO, BURLINGTON AND KANSAS CITY RAILWAY COMPANY (Consolidated Company)

I

Iowa and Missouri State Line Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated May 6, 1859, and filed with the Secretary of State of Iowa, July 28, 1859.

Section 2 provided for a railroad as follows, to wit:

“ . . . on or near the state line of Iowa and Missouri between the Mississippi and Missouri Rivers; or to connect with the Des Moines Valley Railroad, at or near Farmington running thence to and along said State line, as near as practicable, to some point on the East Bank of the Missouri river, not to exceed six miles from the State Line.”

ORGANIZATION

The record book of this company is not available, and it is impossible to state when the company was organized.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build, but, prior to February, 1870, it made surveys along its proposed route from Farmington westerly and acquired a considerable portion of the right of way afterwards used by its successors between Farmington and Cantril, Iowa.

CONSOLIDATION

By Articles of Consolidation dated February 18, 1870 (filed with the Secretary of State of Iowa, April 16, 1870), this company consol-

idated with the Burlington and Southwestern Railway Company, the consolidated corporation taking the name, Burlington and Southwestern Railway Company.

CORPORATE EXISTENCE

No effort was made after the consolidation to maintain the separate corporate existence of this company.

II

Burlington and Southwestern Railway Company (ORIGINAL COMPANY)

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated May 15, 1869, and filed with the Secretary of State of Iowa, August 10, 1869.

Article 4 provided for a railroad as follows, to wit:

“ . . . from the City of Burlington in a South Westerly direction, through the Southern tier of Counties in the State of Iowa upon such line and to such points in said counties, as the Board of Directors of said company may select and adopt. . . .”

Pursuant to new and amended Articles adopted September 6, 1869 (filed with the Secretary of State of Iowa, September 16, 1869), the company proposed to build the following railroad (Article 4), to wit:

“ . . . from the city of Burlington, Iowa, in a Southwesterly direction, upon such line through Southern Iowa, Northern Missouri, Southern Nebraska and Northern Kansas and to such point of terminus in the State of Kansas or Nebraska as the Board of Directors of the company may select and adopt said line of road to be divided into four divisions as follows: the first division to comprise all that part of said line of road located in the State of Iowa. The second division all that part of said line of road located in the State of Missouri. The third division all that part of said line of road located in the State of Nebraska. The fourth division all that part of said line of road located in the state of Kansas . . . Said line of road to begin at Burlington Iowa and cross the Missouri River at or near the town of Rulo in the State of Nebraska.”

Amended articles also provided that the name of the corporation be “Burlington and Southwestern Railway Company.”

ORGANIZATION

Effected at Burlington, Iowa, May 15, 1869, when the Directors named in the Articles of Association met and elected officers.

CONSTRUCTION

Immediately after its organization in 1869, this company commenced construction work on the Nebraska Division and made surveys from Rulo westerly and acquired some right of way in southern Nebraska, and, during 1869, did some grading from Rulo westerly, but did not complete any portion of the road.

CONSOLIDATION

By Articles of Consolidation, dated February 18, 1870, and effective January 1, 1870, this company consolidated all of its property and franchises with the Iowa and Missouri State Line Railroad Company, the consolidated corporation taking the name, Burlington and Southwestern Railway Company.

CORPORATE EXISTENCE

No effort was made after the consolidation to maintain the separate corporate existence of this company.

III

Burlington and Southwestern Railway Company (FIRST CONSOLIDATED COMPANY)

Formed by consolidation between the Burlington and Southwestern Railway Company and the Iowa and Missouri State Line Railroad Company, pursuant to Articles of Consolidation dated February 18, 1870, and effective January 1, 1870, and filed with the Secretary of State of Iowa, April 16, 1870.

Article 4 provided for a railroad as follows, to wit:

“ . . . from the city of Burlington, Iowa, in a Southwesterly direction via Farmington in Van Buren County to a point on the State Line at or near Pleasant Plain in the County of Decatur in the State of Iowa and from thence upon the most practicable route through the state of Missouri to the town of Rulo in the State of Nebraska and from thence upon the most practicable route in the State of Nebraska to a point on the Nebraska and Kansas State Line at or near the counties of Gage and Washington in said States and from thence upon the most practicable route through the State of Kansas to a point on the Kansas Pacific Railroad at or near the town of Sheridan: Said line of road to be divided into four divisions as follows: The first division to comprise all that portion of said line of road in Iowa, or Missouri to Pleasant Plains in Decatur County. The second division to comprise that part of said line of road in Missouri between Pleasant Plains and the Missouri River. The third division to comprise all that part of the line of road in Nebraska. The fourth division to comprise all that part of said line of road in the State of Kansas.”

ORGANIZATION

Effected at Burlington, Iowa, March 31, 1870, when the directors met.

CONSTRUCTION

Immediately after its organization this company commenced construction work at several points on that part of its Iowa Division between Viele (connection with the Keokuk and St. Paul Railway) and the Iowa-Missouri State Line near Mendota, Missouri, but did not complete any portion of the railroad it was authorized to build.

This company continued the construction work commenced by its predecessor in Nebraska and acquired additional right of way and prac-

tically completed the grade along its proposed Nebraska line for a distance of approximately 20 miles west of Rulo.

CONSOLIDATION

Pursuant to Articles of Consolidation dated April 2, 1870, this company consolidated all of its property and franchises with the Fort Madison, Farmington and Western Railroad Company, the consolidated corporation taking the name, Burlington, Fort Madison and Southwestern Railway Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of April 2, 1870, to maintain the separate corporate existence of this company.

IV

Fort Madison, Farmington and Western Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa, by Articles dated December 15, 1869, and filed with the Secretary of State of Iowa, April 8, 1870.

Article 5 provided for a railroad between the following points, to wit:

“. . . from the city of Fort Madison through such places towns and cities and to terminate at such points, places, towns or cities as may be determined by the Board of Directors.”

ORGANIZATION

The record book of this company is not available, and it is impossible to state when the company was organized. The Articles of Incorporation provided that the corporation was to begin December 15, 1869.

CONSTRUCTION

Prior to April, 1870, this company made surveys from Viele westerly to Donnellson and beyond, but did not begin actual construction of its road.

CONSOLIDATION

By Articles of Consolidation, dated April 2, 1870 (filed with the Secretary of State of Iowa, April 16, 1870), this company consolidated all of its property and franchises with the Burlington and Southwestern Railway Company (First Consolidated Company), the consolidated corporation taking the name, Burlington, Fort Madison and Southwestern Railway Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of April 2, 1870, to maintain the separate corporate existence of this company.

Burlington, Fort Madison and Southwestern Railway Company

Formed by consolidation of Fort Madison, Farmington and Western Railroad Company and Burlington and Southwestern Railway Company (First Consolidated Company), pursuant to Articles of Consolidation dated April 2, 1870, and filed with the Secretary of State of Iowa, April 16, 1870.

The route of the proposed railroad remained the same as specified under the articles of consolidation of the Burlington and Southwestern Railway Company (First Consolidated Company).

ORGANIZATION

Organized at Fort Madison, Iowa, May 10, 1870, when the Directors met and transacted business.

TERMINI AND DESCRIPTION

MAIN LINE (Iowa Division): From a connection with the Keokuk and St. Paul Railway, at Viele, Iowa, thence westerly to Farmington, Iowa, a distance (first main) of 18.4 miles, all in Iowa.

MAIN LINE (Nebraska Division): From Rulo, Nebraska, westerly to near Falls City, a distance of approximately 8 miles, all in Nebraska.

Total mileage (prior to November 9, 1870, when Nebraska lines were conveyed to James F. Joy), 26.4 miles: 18.4 miles in Iowa and approximately 8 miles in Nebraska. (See "Conveyance of Nebraska Lines to James F. Joy," this company.)

CONSTRUCTION

Construction on the Iowa Division had been commenced at several points early in 1870 by the predecessors of this company. This company continued active construction work throughout its existence. The line between Viele and Farmington was completed and opened for traffic May 1, 1871.

OPERATION

This company operated that part of its Iowa Division, extending from Viele to Farmington, from May 1, 1871, until July 12, 1871. For operation of this line after July 12, 1871, see "Operation," Burlington and Southwestern Railway Company (formed by change of name).

There is nothing of record to show that this company operated its Nebraska lines.

CONVEYANCE OF NEBRASKA LINES TO JAMES F. JOY

By deed dated November 9, 1870 (approved by resolution of directors, adopted November 12, 1870), this company conveyed to James F.

Joy, as Agent for the Atchison and Nebraska Railroad Company, all of its property and franchises in Nebraska, consisting of a completed railroad from Rulo westerly to near Falls City, a distance of approximately eight miles, together with a right of way and road bed extending approximately fifteen miles west of Falls City.

For the subsequent history of this Nebraska division, see corporate history, Atchison and Nebraska Railroad Company (Consolidated Company), page 352.

ACQUISITION BY DEED

By deed dated May 23, 1871, this company in the name of the Burlington & Southwestern Railway Company acquired all of the property and franchises of the St. Joseph and Iowa Railroad Company pertaining to the Central North Missouri Branch of said Saint Joseph and Iowa Railroad.

CHANGE OF NAME

By amended Articles of Incorporation and Consolidation dated July 12, 1871, the name of this company was changed to the Burlington and Southwestern Railway Company (second consolidated company), said change of name being retroactive to January 1, 1870.

CORPORATE EXISTENCE

No effort was made after the change of name of July 12, 1871, to maintain the corporate existence of the Burlington, Fort Madison and South-Western Railway Company.

VI

North Missouri Central Rail Road Company

INCORPORATION

Incorporated under the general laws of Missouri by Articles dated February 3, 1868, and filed with the Secretary of State of Missouri, February 11, 1868.

Article 1 provided for a railroad as follows, to wit:

“ . . . from the Town of Linneus in Linn County Missouri to intersect the Brunswick and Chillicothe Rail Road in Section thirty (30) Congressional Township fifty-seven (57) of Range twenty-two (22) ½ mile west of the range line dividing range twenty-one and twenty-two in said County of Linn in State of Missouri.”

ORGANIZATION

Effected at Linneus, Missouri, March 3, 1868, by the election of directors and officers.

CONSTRUCTION

During 1868 this company made surveys from Linneus southerly along the route of its proposed line, and in the spring of 1869 commenced construction work near Linneus, and by the fall of 1870 had practically completed the construction of its grade between Linneus and Laclede.

In addition to the above, and in pursuance of a contract dated June 7, 1869, this company built the grade along the line of the proposed Missouri Central Rail Road from Laclede southerly to a connection with the Brunswick and Chillicothe Railroad at Stanley City (Sumner). No portion of the railroad between Laclede and Stanley City was completed by this company.

DEED TO ST. JOSEPH & IOWA R. R. CO.

By deed dated May 31, 1871, this company conveyed to The St. Joseph and Iowa Railroad Company, for the use and benefit of the Central North Missouri Branch of the Saint Joseph and Iowa Railroad, all of its property and franchises, its railroad property being described as follows, to wit:

“ . . . the right of way and Road bed of the said North Missouri Central Rail Road Company from a track of the Hannibal & St. Joseph Rail Road in the Town of Laclede to the Town of Linneus in Linn County, Missouri. . . .”

CORPORATE EXISTENCE

No effort was made after the deed of May 31, 1871, to maintain the corporate existence of this company.

VII

Missouri Central Rail Road Company

INCORPORATION

Incorporated under the general laws of Missouri by Articles dated January 16, 1868, and filed with the Secretary of State of Missouri, January 22, 1868.

The said Articles provided for a railroad as follows, to wit:

“ Said Missouri Central Rail Road is to commence at Laclede in the county of Linn and State of Missouri, at some point within the corporation of said town of Laclede, on the line of the Hannibal and St. Joseph Rail Road; and run thence in a southerly direction and terminate at the nearest practicable point of intersection with the Brunswick and Chillicothe Rail Road in the county of Chariton and State of Missouri an estimated length of eight miles.”

By resolution of the Directors, adopted March 2, 1870, this company proposed to build the following extension:

“ . . . from its present terminus on the Brunswick and Chillicothe Rail Road in Chariton County, Missouri to Carrollton in Carroll county, Missouri, an estimated distance of twenty seven (27) miles, more or less.”

ORGANIZATION

The record book of this company is not available, and it is impossible to state when this company was organized.

CONSTRUCTION

Prior to 1871 this company acquired a right of way and constructed a large part of its grade from Laclede southerly to a connection with the Brunswick and Chillicothe Railroad at Stanley City (Sumner), Missouri. This construction work was done by the North Missouri Central Railroad Company under a contract dated June 7, 1869, which remained in force until May 31, 1871, when, on account of the sale of this company's line to The St. Joseph and Iowa Railroad Company, said contract was canceled. No portion of the line between Laclede and Sumner was so far completed as to be placed in operation by this company.

CONVEYANCE TO ST. JOSEPH & IOWA R. R. CO.

By deed dated May 31, 1871 (assented to by the stockholders May 31, 1871), this company conveyed all of its property and franchises to The St. Joseph and Iowa Railroad Company for the use and benefit of the Central North Missouri Branch of the Saint Joseph and Iowa Railroad, its railroad property being described as follows, to wit:

“ . . . right of way and road bed of the said Missouri Central Railroad Company from the track of the Hannibal and St. Joseph Railroad in the town of Laclede in Linn County, to Stanley City in Chariton County, Missouri, where said Missouri Central Railroad intersects the Chillicothe and Brunswick Railroad. . . ”

CORPORATE EXISTENCE

No effort was made after the deed of May 31, 1871, to maintain the corporate existence of this company.

HISTORY OF THE ST. JOSEPH AND IOWA RAILROAD COMPANY

The St. Joseph and Iowa Railroad Company was incorporated by Special Act of the Missouri Legislature, approved January 22, 1857.

Section 3 of said Act provided as follows, to wit:

“ Said Company shall have full power to survey, mark, locate, and construct a railroad from the city of Saint Joseph, in the county of Buchanan, to such point on the boundary line of this State as they may select, and may extend the same to such point or points in the State of Iowa, as they may deem proper, and shall, in all things, be subject to the same restrictions, and be entitled to all the rights, privileges, and immunities which were granted to the Hannibal and Saint Joseph Railroad Company, by an act entitled, “An act to incorporate the Hannibal and Saint Joseph Railroad Company,” passed at the session of the General Assembly, and approved February 16, 1847, and, also, of the Amendments to the charter of the said Hannibal and Saint Joseph Railroad Company, passed at the sessions of the General Assembly, and approved February 23,

1853, and February 24, 1853, and March 3, 1855, so far as the same are applicable to the Company hereby created, (and not inconsistent with the powers hereby conferred), as fully and completely as if the same were herein re-enacted."

Among the powers granted to the Hannibal and St. Joseph Railroad Company by its Charter, was the right to exercise all the powers and rights granted to the Louisiana and Columbia Railroad Company by its Charter approved January 27, 1837, which included full power and authority to build any "branches" that "they may deem necessary."

An Amendment to said original Act, passed March 19, 1866, extended the period for the construction of said road.

The St. Joseph and Iowa Railroad Company being by its Charter "authorized to build branches," adopted, of date March 25, 1871, a proper Resolution of its Directors (filed with the Secretary of State of Missouri April 19, 1871) to create a branch south from Unionville, to be called "Central North Missouri Branch," which branch it was to build under the authority of an Act of the Missouri Legislature approved March 24, 1868.

Prior to the fall of 1860 this company made surveys along the route of its proposed railroad between St. Joseph and the Iowa-Missouri State line near Mendota, Missouri, and probably acquired some portion of its right of way. All work was suspended during the Civil War period. In 1868 the company again resumed construction operations and made surveys and acquired a large part of the right of way along its proposed route. During 1870, construction work was commenced at the Iowa-Missouri State line and, prior to May 23, 1871, the line was graded to Unionville, a distance of 11.33 miles, and considerable grading was done from Unionville westerly toward St. Joseph, but no part of the railroad was completed.

By an Indenture dated May 23, 1871, this company conveyed its property and franchises to the Burlington and Southwestern Railway Company (formerly Burlington, Fort Madison and Southwestern Railway Company).

This Indenture contained a reversion clause, to wit: "that if the grantee failed to build its road to St. Joseph within three years from July 1, 1871, then the property and rights and franchises hereby conveyed shall revert to the first party (St. Joseph and Iowa Railroad Company) . . . but no greater right shall revert than is conveyed by this instrument."

Under this clause the franchise to build the main line from Unionville to St. Joseph reverted, but that did not affect the title to the Linneus Branch because that property had not, at the date of said Indenture, become vested in the St. Joseph and Iowa Company.

In September, 1885, said main line franchise having reverted to the St. Joseph and Iowa Company, the same was purchased in the interest

of the Chicago, Rock Island and Pacific Railroad Company, which built its road into St. Joseph thereunder.

Of date September 18, 1885, the Rock Island Company made a written contract of assurance with the Chicago, Burlington and Kansas City Railway Company (successor to the Burlington and Southwestern Railway Company), now on file in its records, confirming and establishing its title and right to all the property and franchises of its Linneus Branch road and the extensions thereof.

VIII

Central North Missouri Branch of the Saint Joseph and Iowa Railroad INCORPORATION

This Branch line was established under the Charter of the St. Joseph and Iowa Railroad Company (see that company, page 186) and was built pursuant to the provisions of the Branch Act of the Missouri Legislature, approved March 24, 1868, under a Resolution of the Directors of the St. Joseph and Iowa Railroad Company dated March 25, 1871, and filed with the Secretary of State of Missouri April 19, 1871.

By said resolution this company proposed to build the following branch railroad, to wit:

“ . . . from a point of intersection with the main line of the Saint Joseph and Iowa Railroad at or near the Town of Unionville in the County of Putnam in the State of Missouri and running thence Southwesterly through the County of Putnam the County of Sullivan and the County of Linn and the Town of Linneus in said Linn County and thence to Carrollton in Carroll County thence to the Missouri River at a point at or East of the City of Lexington in Lafayette County and from thence to such point in South-west Missouri as may be hereafter determined by the Board of Directors of our said company.”

A resolution of the Executive Committee of The St. Joseph and Iowa Railroad Company, adopted May 9, 1871, created an Executive Committee for the Central North Missouri Branch of said Saint Joseph and Iowa Railroad, which was authorized to do all things necessary to the building of said branch line.

ORGANIZATION

Effected at Linneus, Missouri, July 1, 1871, when the Executive Committee, created by said resolution of May 9, 1871, met and transacted business.

ACQUISITIONS BY DEED

By deed dated May 31, 1871, the Missouri Central Rail Road Company conveyed to The Saint Joseph and Iowa Railroad Company, for the use and benefit of the Central North Missouri Branch of the Saint Joseph and Iowa Railroad, all of its property and franchises, consisting of a right of way and road bed from Laclede southerly to Stanley City, Missouri.

By deed dated May 31, 1871, the North Missouri Central Rail Road Company conveyed to The St. Joseph and Iowa Railroad Company, for the use and benefit of the Central North Missouri Branch of the Saint Joseph and Iowa Railroad, all of its property and franchises, consisting of a right of way and road bed from Laclede northerly to Linneus.

CONSTRUCTION

Immediately after the meeting of July 1, 1871, this company commenced work preliminary to actual construction by making surveys between Linneus and Unionville, and during 1871 acquired considerable right of way.

CONVEYANCE TO BURLINGTON AND SOUTHWESTERN RAILWAY COMPANY.

By Indenture dated May 23, 1871, The St. Joseph and Iowa Railroad Company conveyed all of its property and franchises pertaining to the Central North Missouri Branch of the Saint Joseph and Iowa Railroad, to the Burlington, Fort Madison and Southwestern Railway Company (Burlington and Southwestern Railway Company).

This conveyance did not affect the character of the branch line organization, which continued to be separate and distinct in so far as construction and financial matters were concerned.

CHANGE OF NAME

Pursuant to resolution of the stockholders, adopted August 1, 1871, the name of the Central North Missouri Branch of the Saint Joseph and Iowa Railroad was changed to, Linneus Branch of the Burlington and Southwestern Railway.

CORPORATE EXISTENCE

No effort was made after the change of name of August 1, 1871, to maintain the corporate existence of this branch line under its former name.

IX

Linneus Branch of the Burlington and Southwestern Railway

Formed by change of name pursuant to resolution adopted August 1, 1871, having formerly been, Central North Missouri Branch of the Saint Joseph and Iowa Railroad.

The change of name did not modify the route nor any of the powers or privileges of said branch railroad organization.

ORGANIZATION

Effected at Milan, Missouri, August 1, 1871.

TERMINI AND DESCRIPTION

LINNEUS BRANCH LINE: From Unionville, Missouri (connection with the Burlington and Southwestern Railway), southerly to Laclede, Missouri, a distance (first main) of 53.06 miles, all in Missouri.

CONSTRUCTION

Considerable construction work had been done by the predecessors of this company. Immediately after its formation this company commenced the work of repairing the grade built by the North Missouri Central Rail Road between Laclede and Linneus, and by September, 1872, the track was laid and the road ready for operation from Laclede northerly to near Cora, a distance of 19.25 miles.

In October, 1871, this company commenced the construction of its grade from Unionville southerly, and by October, 1873, the grade was largely built between Unionville and Cora, and 12.15 miles of said line from Unionville southerly to near Pollack were completed. The gap between Cora and Pollack, 21.66 miles, was finished by Elijah Smith, Receiver, on September 27, 1876, on which date the entire branch line, extending from Unionville to Laclede, was opened for traffic.

OPERATION

There was probably no regular operation of the Linneus Branch prior to September 27, 1876, when the entire line was completed. The line was operated from September 27, 1876, until November 30, 1880, by Elijah Smith, Receiver, as a part of the through line between Burlington, Iowa, and Laclede, Missouri: operated from November 30, 1880, until September 1, 1881, by Elijah Smith, Purchaser and Trustee, representing the mortgage bondholders: operated from September 1, 1881, until February 27, 1882, by Chicago, Burlington & Quincy Railroad Company as lessee; for operation after February 27, 1882, see "Operation," The Chicago, Burlington and Kansas City Railway Company. (Consolidated Company.)

ELIJAH SMITH, RECEIVER

By order of the District Court of the United States for Iowa, entered October 16, 1875, in a contest between Eber B. Ward, lessee of the Burlington and Southwestern Railway, the Trustees and certain lien holders, Elijah Smith was appointed receiver for the Burlington and Southwestern Railway, including the Linneus Branch line. Said Receiver took possession October 16, 1875, completed the line from Pollock to Cora, Missouri, and operated said branch as a part of the through line from Burlington, Iowa, to Laclede, Missouri, until November 30, 1880, when, in pursuance of the foreclosure of the Trust Deed of April 1, 1872 (as next hereinafter set out), the receivership was terminated by sale of this property to the mortgage bondholders.

FORECLOSURE OF TRUST DEED

Of date April 1, 1872, the Linneus Branch line was separately mortgaged to the Farmers' Loan and Trust Company of New York, Trustee.

Because of default in the payment of interest and by decree entered in the Circuit Court of the United States for the Western District of Missouri, May 19, 1876, the railroad property, then in the possession of Elijah Smith, Receiver, was ordered sold, and Harry Lacey was appointed Special Master to execute said decree. Sale was had November 30, 1880, and the property was purchased by Elijah Smith, Trustee, on behalf of the mortgage bondholders, deed to said purchasing Trustee being made December 30, 1880.

ELIJAH SMITH, PURCHASER

Elijah Smith, acting for the mortgage bondholders, remained in possession of the Linneus Branch railroad and operated said line from November 30, 1880, until September 1, 1881, on which date said Smith, acting for The Chicago, Burlington and Kansas City Railway Company, leased the property to the Chicago, Burlington & Quincy Railroad Company, which operated the property under this lease until January 1, 1901.

CORPORATE EXISTENCE

No effort was made after the foreclosure of May 19, 1876, to maintain the corporate existence of the Linneus Branch.

NOTE.—Prior to February, 1872, there existed a railroad corporation named Lexington, Lake & Gulf Rail Road Company, formed September 28, 1870, by consolidation of Lexington, Chilicothe & Gulf Rail Road (incorporated under general laws of Missouri by Articles dated August 13, 1869) and The Pleasant Hill Division of the Lexington, Chilicothe and Gulf Rail Road Company (a Missouri corporation organized pursuant to Articles dated July 14, 1870.)

The line of said Lexington, Lake & Gulf Rail Road Company was projected from Lexington southerly toward Fort Scott, Kansas. Of date January 16, 1872, this line was mortgaged to Moses Chapman, Trustee. The Burlington and Southwestern management planned a possible extension on their line south of Lexington and beyond, and, as preliminary thereto, in February, 1872, took a lease in perpetuity of said Lexington, Lake & Gulf Rail Road for the use of the Linneus Branch and as an extension thereof. In 1888 the underlying mortgage of January 16, 1872, on said Lexington, Lake & Gulf Rail Road was foreclosed and all of the property of said company was sold under mandate of the United States Circuit Court in February, 1889, by a Master in Chancery to John W. Smith and P. Henry Smythe, Trustees, who purchased on behalf of the mortgage creditors. By reason of said foreclosure of the underlying mortgage, all of the interest of the Burlington and Southwestern Railway Company and of the Linneus Branch in the property of the Lexington, Lake & Gulf Rail Road ceased, and the history of the said company is not incorporated herein.

X

Burlington and Southwestern Railway Company (SECOND CONSOLIDATED COMPANY)

INCORPORATION

Formed by Amended Articles of Consolidation dated July 12, 1871, changing name of the "Burlington, Ft. Madison and Southwestern" to the "Burlington and Southwestern Railway Company."

This road, as originally projected, was to cross the Missouri River at Rulo, Nebraska, and in 1869 and 1870 the company built its so called "Nebraska Division" (8 miles) from Rulo west, and received a grant of land from the State of Nebraska in consideration therefor.

By 1871, this original main line from Unionville west to Rulo was abandoned, and with the acquisition of the Charter of the St. Joseph and Iowa Company the western terminus of the road was designated as St. Joseph, with a branch (Linneus Branch) southwardly to Linneus and beyond.

This led to the adoption by the Burlington and Southwestern Railway Company of amended and comprehensive Articles of Incorporation, dated July 12, 1871, under the laws of the State of Iowa. These Articles designated the line from Burlington to Unionville and thence to St. Joseph "and to such other points in Missouri as may be determined upon by the Directors, and consistent with the contract made between this company and the St. Joseph and Iowa Railroad Company of date May 23, 1871."

The "Linneus Branch," as a part of its line, was thus authorized both by the general language of its Amended Articles of Incorporation of July 12, 1871, and as a Branch of the St. Joseph and Iowa.

ORGANIZATION

Effected at Burlington, Iowa, July 12, 1871. The officers and directors of the Burlington, Fort Madison and Southwestern Railway Company retained their respective offices.

TERMINI AND DESCRIPTION

MAIN LINE (completed prior to the advent of this company): From Viele, Iowa, westerly to Farmington, Iowa, a distance (first main) of 18.4 miles.

MAIN LINE EXTENSION: From Farmington, Iowa (terminus of line last above described), westerly to a connection with the North Missouri Railroad (now Wabash), west of Bloomfield, Iowa, a distance (first main) of 40.4 miles.

MAIN LINE EXTENSION: From Moulton, Iowa (connection with the North Missouri Railroad), southwestly to Unionville, Missouri, a distance (first main) of 30.09 miles: 11.33 miles in Missouri and 18.76 miles in Iowa.

Total mileage owned, 88.89 miles: 11.33 miles in Missouri and 77.56 miles in Iowa.

In addition to the above, this company operated (under trackage contracts) 14.11 miles between Bloomfield and Moulton, Iowa, belonging to The North Missouri Railroad Company (Wabash) and 25.3 miles between Viele and Burlington, Iowa, belonging to the Chicago, Burlington & Quincy Railroad Company.

Total mileage operated, 128.30 miles, of which 88.89 miles were owned and 39.41 miles operated under trackage contract.

(NOTE.—Linneus Branch line is not included in any of the above mileage.)

CONSTRUCTION

This company continued the construction work begun by its predecessors, and its line between Farmington and Unionville was completed and opened for traffic as follows: from Farmington to Bloomfield, January 1, 1872; from Bloomfield to Cincinnati, December 11, 1872; from Cincinnati to Unionville, June 8, 1873.

OPERATION

This company operated its line from July 12, 1871 (and from the date of the completion of the several sections thereof), until August 11, 1873: operated from August 11, 1873, until October 9, 1874, by Eber B. Ward, lessee, in the name of this company: operated from October 9, 1874, until October 16, 1875, by E. McKitterick, Receiver, in the name of this company: operated from October 16, 1875, until November 27, 1880 (November 30, 1880, for Missouri portion of line), by Elijah Smith, Receiver, and in the name of this company: operated from November 27, 1880, until September 1, 1881, by Elijah Smith, Trustee, and in the name of this company. This was in pursuance of a contract of date July 20, 1880, between Elijah Smith for the Burlington and Southwestern Railway and John L. Gardner representing the Chicago, Burlington and Quincy Railroad Company, operated from September 1, 1881, until February 27, 1882, by Chicago, Burlington and Quincy Railroad Company as lessee: for operation after February 27, 1882, see "Operation," The Chicago, Burlington and Kansas City Railway Company (Consolidated Company).

E. MCKITTERICK, RECEIVER

Of date August 11, 1873, by virtue of a lease of that date for five years, Eber B. Ward took possession of the Burlington and Southwestern Railway. A dispute having arisen between Ward and the Trustees under the several trust deeds covering this property (as hereinafter particularly set out), and concerning the validity of said lease, the District Court of Davis County, Iowa, by order entered October 8, 1874, appointed E. McKitterick, Receiver. The said Receiver took possession of the entire Burlington and Southwestern main line railway, October 9, 1874, and remained in possession thereof and operated the same until October 16, 1875, when, in pursuance of an order of the United States Circuit Court for the District of Iowa (said Federal Court having succeeded the State Court in control of the property), said McKitterick surrendered the property to Elijah Smith, Receiver.

ELIJAH SMITH, RECEIVER

Elijah Smith, Receiver, took possession of the Burlington and Southwestern Railway, October 16, 1875, pursuant to an order of the United States District Court for Iowa, entered that date, and remained in possession thereof and operated the same until November 27, 1880, when the property was sold in two separate parcels to said Elijah Smith, as purchasing Trustee, as next hereinafter set out.

EXECUTION OF TRUST DEEDS

Of date November 1, 1870, this company executed its trust deed to John W. Brooks and Alpheus Hardy, Trustees. Of date February 1, 1872, this company executed its second trust deed to the Farmers' Loan and Trust Company of New York, Trustee. Both of these trust deeds covered the main line of said Burlington and Southwestern Railway in Missouri and Iowa. Default was made prior to May 1, 1873.

FORECLOSURE AND SALE IN IOWA

By decree of the Circuit Court of the United States for the district of Iowa, entered June 8, 1877, the several trust deeds aforesaid were foreclosed, and the railroad property in Iowa, then in the possession of Elijah Smith, Receiver, was ordered sold, the court appointing William T. Love as Special Master to execute the decree.

Sale was had November 27, 1880, and the property was purchased by Elijah Smith, Trustee, in behalf of the bondholders. Deed was made by the Master to Elijah Smith, Trustee, November 27, 1880, and the sale was confirmed by the Court, May 23, 1881.

FORECLOSURE AND SALE IN MISSOURI

By decree of the Circuit Court of the United States for the Western District of Missouri, dated May 19, 1876, the several trust deeds aforesaid were foreclosed and the main line of said Burlington and Southwestern Railway Company in the State of Missouri (extending from the Iowa-Missouri State line near Mendota to Unionville) ordered sold, the Court appointing Harry Lacey, Special Master, to execute the decree.

Pursuant to said decree of May 19, 1876, Harry Lacey, Special Master, sold the main line in Missouri, November 30, 1880, to Elijah Smith, Trustee, who purchased on behalf of the mortgage bondholders, the deed to said Trustee being dated December 13, 1880.

(NOTE.— The foreclosure of the Linneus Branch mortgage is treated separately under the history of that company.)

ELIJAH SMITH, PURCHASER

Elijah Smith, as purchasing Trustee, remained in possession of and operated the Burlington and Southwestern Railway for the mortgage bondholders from November 27, 1880 (Missouri portion of line, November 30, 1880), and until September 1, 1881, on which date the said Smith,

acting for The Chicago, Burlington and Kansas City Railway Company (consolidated company), leased all of the main line extending from Viele, Iowa, to Unionville, Missouri, and the Linneus Branch, extending from Unionville to Laclede, Missouri, to the Chicago, Burlington & Quincy Railroad Company.

Lease, by agreement, was canceled in 1882, and property by deed conveyed to the Chicago, Burlington and Kansas City Railway Company, transfer being made as of September 1, 1880.

DEED BY ELIJAH SMITH TO THE C. B. & K. C. RY. CO.

By deed dated February 27, 1882, Elijah Smith, Purchasing Trustee, conveyed the property formerly belonging to the Burlington and Southwestern Railway Company to the Chicago, Burlington and Kansas City Railway Company, transfer of the property being made as of September 1, 1880.

The property had previously, on September 1, 1881, been leased to the Chicago, Burlington & Quincy Railroad Company, but by agreement of July 27, 1880, and subsequent amendment, between Elijah Smith and the C. B. & Q., the lease of September 1, 1881, was automatically canceled.

CORPORATE EXISTENCE

No effort was made after July 13, 1881, to maintain the corporate existence of this company.

XI

Kansas City, St. Joseph and Burlington Railway Company

INCORPORATION

Incorporated under the general laws of Missouri by Articles dated March 10, 1881, and filed with the Secretary of State of Missouri, May 30, 1881.

Article IV provided for a railroad as follows, to wit:

“Beginning at a point on the line between the States of Iowa and Missouri near the town of Mendota in Putnam County Missouri extending thence in a southern direction to the town of Unionville in said county thence in a westerly direction through the counties of Putnam, Mercer, Harrison, Gentry, DeKalb, and Buchanan, to the city of Saint Joseph in said county of Buchanan, a distance of One hundred and forty one and 4/10 miles, embracing the entire main line of Railway in Missouri heretofore owned by the Burlington and South Western Railway Company, of which that portion lying between the point of beginning on the state line aforesaid and the town of Unionville aforesaid, a distance of Eleven and 4/10 miles is now completed and in operation. And also to own, construct, maintain and operate a line of Railway in the State of Missouri, (from) . . . Unionville . . . southwesterly through the county of Putnam, the county of Sullivan, the county of Linn, and thence to Carrollton, in Carrol County, and thence to the Missouri River at a point at, or east of the City of Lexington in Lafayette County, and from thence to such point in South Missouri, as may hereafter be determined. . .”

ORGANIZATION

Effected at Boston, Massachusetts, June 10, 1881, when the Directors named in the Articles of Association met and elected officers.

CONSTRUCTION

This company did not construct any railroad.

CONSOLIDATION

Pursuant to Articles dated August 16, 1881 (approved by the stockholders that date), this company consolidated with the Chicago, Burlington and Kansas City Railway Company, an Iowa corporation, the consolidated corporation taking the name, The Chicago, Burlington and Kansas City Railway Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of August 16, 1881, to maintain the separate corporate existence of this company.

XII

Chicago, Burlington and Kansas City Railway Company

(ORIGINAL COMPANY)

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated June 10, 1880, and filed with the Secretary of State of Iowa, September 3, 1880.

Article IV provided as follows, to wit:

“This corporation is organized for the purpose of transacting a general railway business as a common carrier in the State of Iowa, and such other states, as its officers and managers shall determine to transact business in, and to this end, to purchase, own, complete and equip that certain railway now known as the Burlington and Southwestern Railway, extending from Burlington in Des Moines County by the way of Viele in the County of Lee, through the counties of Lee, Van Buren, Davis and Appanoose, to the line between the States of Iowa and Missouri, with all its rights, contracts, leases, and all other property, and franchises, and construct, and operate such additions thereto, or branches thereof in the State of Iowa, as may be determined upon by the Board of Directors. . .”

ORGANIZATION

Effected December 11, 1880, when the Directors named in the Articles of Incorporation met and elected officers.

CONSTRUCTION

This company did not construct any railroad.

CONSOLIDATION

Pursuant to Articles dated August 16, 1881 (approved by the Directors, October 4, 1881), this company consolidated with the Kansas City, St. Joseph and Burlington Railway Company, a Missouri corporation, the consolidated corporation taking the name, The Chicago, Burlington and Kansas City Railway Company.

CORPORATE EXISTENCE

No effort was made after October 4, 1881, to maintain the separate corporate existence of this company.

XIII

The Chicago, Burlington and Kansas City Railway Company (CONSOLIDATED COMPANY)

Formed by consolidation of Chicago, Burlington and Kansas City Railway Company, an Iowa corporation, and Kansas City, St. Joseph and Burlington Railway Company, a Missouri corporation, pursuant to Articles dated and effective August 16, 1881, and filed with the Secretary of State of Iowa, November 2, 1881, and with the Secretary of State of Missouri, January 12, 1882.

This company was formed for the purpose of acquiring the Burlington and Southwestern Railway and the Linneus Branch.

ORGANIZATION

Effected at Burlington, Iowa, May 17, 1882, by the election of Directors. Officers were elected at Burlington, Iowa, May 29, 1882.

TERMINI AND DESCRIPTION

MAIN LINE (Acquired by deed from Elijah Smith, Trustee): From Viele, Iowa, westerly to Bloomfield, Iowa, a distance (first main) of 58.8 miles; and from Moulton, Iowa, southwesterly to Unionville, Missouri, a distance (first main) of 30.09 miles.

LINNEUS BRANCH LINE (Acquired by deed from Elijah Smith, Trustee): From Unionville, Missouri, southerly to Laclede, Missouri, a distance (first main) of 53.06 miles, all in Missouri.

Total mileage acquired by deed, 141.95 miles: 64.39 miles in Missouri and 77.56 miles in Iowa.

This company built the following extension to the Linneus Branch line: From Laclede, Missouri, southerly to Carrollton, Missouri, a distance (first main) of 39.9 miles, all in Missouri.

In addition to the above, this company operated, under trackage agreements, 14.11 miles between Bloomfield and Moulton, Iowa, the property of the North Missouri Railroad Company (Wabash), and 25.3 miles between Viele and Burlington, Iowa, belonging to the Chicago, Burlington & Quincy Railroad Company.

Total mileage operated, 221.26 miles, of which 181.85 were owned and 39.41 miles operated under trackage contracts.

ACQUISITION BY DEED

By deed dated February 27, 1882, Elijah Smith, Trustee, acting for the mortgage bondholders, conveyed all of the railroad property and franchises formerly belonging to the Burlington and Southwestern Railway Company (extending from Viele, Iowa, to Unionville, Missouri), and all of the property of the Linneus Branch of the Burlington

and Southwestern Railway (extending from Unionville, Missouri, to Laclede, Missouri) to The Chicago, Burlington and Kansas City Railway Company, transfer of the property being made as of September 1, 1880.

CONSTRUCTION

For the construction of the line from Viele to Unionville, and from Unionville to Laclede, see "Construction," Burlington and Southwestern Railway Company and Linneus Branch of the Burlington and Southwestern Railway.

Immediately after its organization, and in 1882, this company repaired the grade between Laclede and Sumner (built by the Missouri Central Rail Road), and the line was completed and opened for traffic to Sumner, July 17, 1882.

In 1883 construction commenced on the extension from Sumner to Carrollton, and the line was completed to Bogard, October 17, 1884, and to Carrollton, June 23, 1885.

OPERATION

This company operated its road from date of acquisition until July 1, 1900; operated subsequent to this date by the Chicago, Burlington & Quincy Railroad Company, as lessee, and as owner by deed.

LEASE TO C. B. & Q.

Of date July 1, 1900, this company leased its property to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

Of date January 1, 1901, The Chicago, Burlington and Kansas City Railway Company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its railroad property and franchises, its railroad being described as follows, to wit:

"Its certain railroad, beginning at Viele, in Lee County, Iowa, thence extending westerly via Bloomfield, in Davis County, Iowa, to Moulton, in Appanoose County, Iowa, thence southwesterly to Carrollton, in Carroll County, Missouri; in all a distance of about one hundred eighty-one and fifty-six hundredths (181.56) miles; . . ."

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records of this company and of its predecessors as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

(1) Iowa and Missouri State Line Railroad Company, incorporated under the general laws of Iowa by Articles dated May 6, 1859, and filed with the Secretary of State of Iowa, July 28, 1859.

- (2) Burlington and South Western Railway Company, incorporated under the general laws of Iowa by Articles dated May 15, 1869, and filed with the Secretary of State of Iowa, August 10, 1869.
- (3) Consolidation of Iowa and Missouri State Line Railroad Company and Burlington and South Western Railway Company under the name, Burlington and Southwestern Railway Company, pursuant to Articles dated February 18, 1870, and filed with the Secretary of State of Iowa, April 16, 1870.
- (4) Fort Madison, Farmington and Western Railroad Company, incorporated under the general laws of Iowa by Articles dated December 15, 1869, and filed with the Secretary of State of Iowa, April 8, 1870.
- (5) Consolidation of Fort Madison, Farmington and Western Railroad Company and Burlington and Southwestern Railway Company, under the name, Burlington, Fort Madison and Southwestern Railway Company, pursuant to Articles dated April 2, 1870, and filed with the Secretary of State of Iowa, April 16, 1870.
- (6) The St. Joseph and Iowa Railroad Company, incorporated by Special Act of the Missouri Legislature, approved January 22, 1857.
- (7) Special Act of the Missouri Legislature, approved March 19, 1866, extending the period for construction of The St. Joseph and Iowa Railroad.
- (8) Central North Missouri Branch of the Saint Joseph and Iowa Railroad, created by resolution of the Directors of The St. Joseph and Iowa Railroad Company, adopted March 25, 1871 (filed with the Secretary of State of Missouri, April 19, 1871), and pursuant to Special Act of the Missouri Legislature, approved March 21, 1868.
- (9) Missouri Central Rail Road Company, incorporated under the general laws of Missouri by Articles dated January 16, 1868, and filed with the Secretary of State of Missouri, January 22, 1868.
- (10) Resolution of the Directors of the Missouri Central Rail Road Company, adopted March 2, 1870, extending the line of said company from Sumner to Carrollton, Missouri.
- (11) Missouri Central Rail Road Company conveyed to The St. Joseph and Iowa Railroad Company, for the use and benefit of the Central North Missouri Branch of the Saint Joseph and Iowa Railroad, by deed dated May 31, 1871, from Laclede south to Stanley City.
- (12) North Missouri Central Rail Road Company, incorporated under the general laws of Missouri by Articles dated February 3, 1868, and filed with the Secretary of State of Missouri, February 11, 1868.
- (13) North Missouri Central Rail Road Company conveyed to The St. Joseph and Iowa Railroad Company, for the use and benefit of

- the Central North Missouri Branch of the Saint Joseph and Iowa Railroad by deed dated May 31, 1871, from Laclede north to Linneus.
- (14) The St. Joseph and Iowa Railroad Company conveyed to Burlington, Fort Madison and Southwestern Railroad Company (Burlington and Southwestern Railway Company), by deed dated May 23, 1871, all its property and franchises pertaining to the Central North Missouri Branch.
 - (15) Burlington, Fort Madison and Southwestern Railway Company, by consolidation, became Burlington and Southwestern Railway Company, pursuant to amended Articles of Incorporation, adopted July 12, 1871, taking effect January 1, 1870.
 - (16) Central North Missouri Branch of the Saint Joseph and Iowa Railroad, by change of name, became, Linneus Branch of the Burlington and Southwestern Railway, pursuant to resolution of the stockholders, adopted August 1, 1871.
 - (17) Elijah Smith appointed Receiver for the Linneus Branch of the Burlington and Southwestern Railway by order of the District Court of the United States for Iowa, entered October 16, 1875.
 - (18) Trust deed, executed April 1, 1872, by the Linneus Branch of the Burlington and Southwestern Railway to Farmers' Loan and Trust Company of New York, Trustee, foreclosed in the Circuit Court of the United States for the Western District of Missouri, and decree, entered May 19, 1876, ordered sale of the property.
 - (19) Sale of the Linneus Branch of the Burlington and Southwestern Railway, pursuant to decree entered May 19, 1876, by Harry Lacey, Special Master, to Elijah Smith, acting for the mortgage bondholders.
 - (20) Deed, dated December 30, 1880, from Harry Lacey, Special Master, conveying to Elijah Smith, Trustee, all of the railroad property and franchises formerly belonging to the Linneus Branch of the Burlington and Southwestern Railway.
 - (21) E. McKitterick appointed Receiver of the Burlington and Southwestern Railway by order of the District Court of Davis County, Iowa, entered October 8, 1874.
 - (22) Elijah Smith appointed Receiver of the Burlington and Southwestern Railway by order of the United States Circuit Court for the District of Iowa, entered October 16, 1875, the property being surrendered by McKitterick, Receiver, to Elijah Smith, October 16, 1875.
 - (23) Trust deed of November 1, 1870, executed by the Burlington and Southwestern Railway to John W. Brooks and Alpheus Hardy, Trustees, and trust deed, dated February 1, 1872, executed by said railway company to Farmers' Loan and Trust Company of New York, Trustee, foreclosed in the Circuit Court of the

United States for the Western District of Missouri by decree entered May 19, 1876, and the railroad property in Missouri ordered sold.

- (24) Sale by the Master (Harry Lacey) to Elijah Smith, Trustee, of the Burlington and Southwestern Railway in the State of Missouri, pursuant to decree of the United States Circuit Court for the Western District of Missouri, entered May 19, 1876.
- (25) Master's Deed, dated December 13, 1880, conveying to Elijah Smith, Trustee, the main line of the Burlington and Southwestern Railway in the State of Missouri.
- (26) Trust deed, of November 1, 1870, executed by the Burlington and Southwestern Railway Company to John W. Brooks and Alpheus Hardy, Trustees, and trust deed executed by said railway company, February 1, 1872, to Farmers' Loan and Trust Company of New York, Trustees, foreclosed in the United States Circuit Court for the District of Iowa by decree entered June 8, 1877, and the railroad property and franchises in the State of Iowa ordered sold.
- (27) Sale by the Master (William T. Love) of the Burlington and Southwestern Railway in Iowa, on November 27, 1880, to Elijah Smith, Trustee, pursuant to decree of the United States Circuit Court for the District of Iowa, entered June 8, 1877.
- (28) Master's Deed, dated November 27, 1880, from William T. Love, Master, conveying to Elijah Smith, Purchasing Trustee, the Burlington and Southwestern Railway in the State of Iowa.
- (29) Kansas City, St. Joseph and Burlington Railway Company, incorporated under the general laws of Missouri by Articles dated May 10, 1881, and filed with the Secretary of State of Missouri, May 30, 1881.
- (30) Chicago, Burlington and Kansas City Railway Company (original company), incorporated under the general laws of Iowa by Articles dated June 10, 1880, and filed with the Secretary of State of Iowa, September 3, 1880.
- (31) Consolidation of Chicago, Burlington and Kansas City Railway Company and Kansas City, St. Joseph and Burlington Railway Company, under the name, The Chicago, Burlington and Kansas City Railway Company, pursuant to Articles dated and effective August 16, 1881, and filed with the Secretary of State of Iowa, November 2, 1881, and with the Secretary of State of Missouri, January 12, 1882.
- (32) Deed, dated February 27, 1882, from Elijah Smith, Trustee, conveying to The Chicago, Burlington and Kansas City Railway Company all of the property and franchises formerly belonging to the Linneus Branch of the Burlington and Southwestern

Railway, and all of the property in Iowa and Missouri formerly belonging to said Burlington and Southwestern Railway Company.

- (33) Lease, dated September 1, 1881, from The Chicago, Burlington and Kansas City Railway Company to the Chicago, Burlington & Quincy Railroad Company.
- (34) Confirmatory lease for twenty-five years, dated July 1, 1900, from The Chicago, Burlington and Kansas City Railway Company to the Chicago, Burlington & Quincy Railroad Company.
- (35) Deed, dated January 1, 1901, from The Chicago, Burlington and Kansas City Railway Company, conveying to the Chicago, Burlington & Quincy Railroad Company all of the grantors' property and franchises.

The Burlington and Western Railway Company.

- I—BURLINGTON AND NORTHWESTERN NARROW GAUGE RAILWAY COMPANY
- II—THE BURLINGTON AND NORTHWESTERN RAILWAY
- III—THE BURLINGTON AND WESTERN RAILWAY COMPANY

I

Burlington and Northwestern Narrow Gauge Railway Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated March 3, 1875, and filed with the Secretary of State for Iowa, June 18, 1875.

Article 4 provided as follows, to wit:

“The objects of this Corporation are to locate, construct, maintain and operate a railway, with single and double track, and with all necessary branches, fences, bridges, warehouses, elevators, steamboats, lands, and such other appendages as may be deemed necessary for the convenient use and profitable management of the same, from the City of Burlington in a northwesterly direction.”

ORGANIZATION

Organized at Burlington, Iowa, March 9, 1875, when the directors named in the Articles met and transacted business.

CONSTRUCTION

Construction commenced on this company's line in December, 1875, but no portion of said railroad was completed and opened for traffic prior to June 1, 1876, when this company changed its name to The Burlington and Northwestern Railway.

CHANGE OF NAME

Pursuant to resolution adopted by the directors June 21, 1876 (filed with the Secretary of State for Iowa, July 22, 1876), the name of this company was changed to The Burlington and Northwestern Railway.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

II

The Burlington and Northwestern Railway

INCORPORATION

Formed by change of name pursuant to a resolution of the Board of Directors, adopted June 21, 1876, having formerly been Burlington and Northwestern Narrow Gauge Railway Company.

This company did not change the route of its proposed railroad or in any way modify its powers or privileges, which remained the same as under the original Articles of March 3, 1875.

ORGANIZATION

The first meeting of this company was held June 28, 1876. The officers and directors of the Burlington and Northwestern Narrow Gauge Railway Company retained their respective offices.

TERMINI AND DESCRIPTION

MAIN LINE: Narrow Gauge Railroad, from Mediapolis, Iowa (connection with the Chicago, Rock Island and Pacific Railway), thence westerly and northwesterly to Washington, Iowa, a distance (first main) of 37.27 miles, all in Iowa.

TRackage: By virtue of the trackage contract dated August 1, 1876, this company laid a third rail on the track of the Burlington, Cedar Rapids and Northern Railway Company (C. R. I. & P. R. R. Co.) from a point near Burlington, Iowa, northerly to approximately one-half mile north of the depot of Mediapolis, Iowa, a distance of 14 miles, and operated its trains over said line.

In addition to the above, this company also owned certain terminal facilities at Burlington, Iowa, consisting of yard tracks and sidings and other appurtenances.

CONSTRUCTION

Construction had been commenced in December, 1875, by the Burlington and Northwestern Narrow Gauge Railway Company, and this company continued the construction work and completed its road from Mediapolis to Winfield, 18.63 miles, on December 10, 1876: to Crawfordsville, 8.50 miles, November 17, 1879, and to Washington, 10.14 miles, May 1, 1880.

The work of widening the gauge of this railroad from narrow to standard was commenced in 1902 and was completed on June 29, 1902. See corporate history of the Keokuk, Iowa City and Minnesota Railroad Company for acquisition of right of way between Crawfordsville and Washington, page 287.

OPERATION

This company operated its railroad from the date of the completion thereof and until June 20, 1902. For operation after the last-named date, see "Operation," Burlington and Western Railway Company.

DEED TO B. & W. RY. CO.

By deed dated June 20, 1902, this company conveyed to The Burlington and Western Railway Company all of its railroad and franchises, its railroad being described as follows, to wit:

"Its railroad, commencing at a point in Des Moines County, Iowa, near the

town of Mediapolis, where it connects with the railroad of the Burlington, Cedar Rapids & Northern Railway Company, thence extending in a northwesterly direction to and through the said town of Winfield, to the city of Washington, in Washington County, in said State, a distance of about thirty-seven miles; and also certain tracks, shops and terminal facilities in and near the city of Burlington, in Des Moines County, in said State, including all the interest of said first party in and to a third rail located on the track of the Burlington, Cedar Rapids & Northern Railway Company between said city of Burlington and said town of Mediapolis,”

CORPORATE EXISTENCE

No effort was made after June 20, 1902, to maintain the corporate existence of this company.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

III

The Burlington and Western Railway Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated June 7, 1881, and filed with the Secretary of State for Iowa, July 29, 1881.

Article 4 provided for a railroad between the following points, to wit:

“From a point on the present completed line of the Burlington and Northwestern Railway at or near Winfield Station, in a westerly direction, passing through the town of Brighton, Richland, Ioka, Martinsburg and Fremont, to or near the town of Oskaloosa, Mahaska County, Iowa, upon the most practicable route, and thence projected westerly beyond Oskaloosa to such point or points as the Company may hereafter determine upon.”

ORGANIZATION

Organized at Burlington, Iowa, June 18, 1881, when the directors named in the Articles of Association met and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE (Constructed): Narrow Gauge railroad from a connection with the Burlington and Northwestern Railway at Winfield, Iowa, thence westerly to Oskaloosa, Iowa, a distance (first main) of 70.77 miles, all in Iowa.

MAIN LINE EXTENSION (Constructed): Standard gauge line from the terminus of the main line above described at Oskaloosa, Iowa, thence westerly to a connection with the Chicago, Burlington & Quincy Railroad at Tracy, Iowa, a distance (first main) of 13.16 miles.

Total mileage constructed, 83.93 miles.

MAIN LINE (Purchased): Narrow gauge railroad (built under charter authority of The Burlington and Northwestern Railway) from a connection with the Burlington, Cedar Rapids and Northern Railway at Mediapolis, Iowa, thence westerly and northwesterly via Winfield, Iowa, to Washington, Iowa, a distance (first main) of 37.27 miles, all in Iowa.

Total mileage owned, 121.20 miles, all in Iowa.

In addition, this company succeeded to the right, under trackage contract, to operate over the line of the Burlington, Cedar Rapids and Northern Railway Company (C. R. I. & P. R. R.) from Burlington to Mediapolis, Iowa, a distance of approximately 14 miles, and to certain terminal facilities in the City of Burlington.

CONSTRUCTION

Construction commenced at Winfield in July, 1881, and the road was completed and opened for traffic as follows, to wit: To Coppock, 15.96 miles, on May 7, 1882; to Brighton, 6.30 miles, August 14, 1882; to Martinsburg, 24.81 miles, November 5, 1882; to Fremont, 10.10 miles, October 14, 1883, and to Oskaloosa, 13.60 miles, on December 9, 1883.

The main line extension from Oskaloosa to Tracy was commenced in the summer of 1902 and was completed and placed in operation on November 8, 1903.

The work of widening the gauge of this road from narrow to standard commenced in 1902 and completed June 29, 1902.

OPERATION

This company operated its railroad extending from Winfield to Oskaloosa from the date of its completion and until December 1, 1902. It operated the railroad built by the Burlington and Northwestern Railway company from June 20, 1902, until December 1, 1902; entire line from Mediapolis to Oskaloosa, including the line from Winfield to Washington, was operated from December 1, 1902 (also the main line extension from Oskaloosa to Tracy after November 8, 1903), and until December 1, 1903, by the Chicago, Burlington & Quincy Railroad Company as lessee; operated since December 1, 1903, by the Burlington Company as owner by deed.

ACQUISITION BY PURCHASE

Of date June 20, 1902, this company acquired by deed the railroad built under the charter granted to the Burlington and Northwestern Railway company and extending from Mediapolis westerly and northwesterly via Winfield to Washington, Iowa.

LEASE TO C. B. & Q.

Of date December 1, 1902, this company leased its railroad for 25 years to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated December 1, 1903, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its property and franchises, its railroad being described as follows, to wit:

“Its certain railroad, beginning at the town of Mediapolis, in Des Moines County, Iowa, and extending thence in a northwesterly direction to the town of Winfield, in Henry County, Iowa, and thence in a general westerly direction to Oskaloosa, in Mahaska County, Iowa, and thence westerly from Oskaloosa to the town of Tracy, in Marion County, Iowa, to a connection with a railroad known as the Albia Branch of said party of the second part, the distance from Mediapolis to Tracy being about one hundred and two and five tenths (102.5) miles; . . .”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Burlington and Northwestern Narrow Gauge Railway Company, incorporated under the general laws of Iowa by Articles dated March 3, 1875.
- (2) By change of name, pursuant to resolution adopted June 21, 1876, Burlington and Northwestern Narrow Gauge Railway Company became, The Burlington and Northwestern Railway.
- (3) The Burlington and Western Railway Company, incorporated under the general laws of Iowa by Articles dated June 7, 1881.
- (4) Deed, dated June 20, 1902, from The Burlington and Northwestern Railway company to The Burlington and Western Railway Company.
- (5) Lease, dated December 1, 1902, from The Burlington and Western Railway Company to the Chicago, Burlington & Quincy Railroad Company.
- (6) Deed, dated December 1, 1903, from The Burlington and Western Railway Company to the Chicago, Burlington & Quincy Railroad Company.

Chicago, Ft. Madison and Des Moines Railroad Company

- I—THE FORT MADISON, OSKALOOSA AND NORTHWESTERN RAILWAY COMPANY
- II—THE FORT MADISON AND NORTHWESTERN RAILWAY COMPANY
- III—THE CHICAGO, FT. MADISON AND DES MOINES RAILWAY COMPANY
- IV—CHICAGO, FT. MADISON AND DES MOINES RAILROAD COMPANY

I

The Fort Madison, Oskaloosa and Northwestern Railway Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated July 17, 1871, and filed with the Secretary of State for Iowa, April 23, 1872.

Article V provided for the construction of a railroad between the following points, to wit:

“. . . from the City of Fort Madison, through such places, towns and cities as may be determined by the Board of Directors, but the eastern terminus of the road at Fort Madison shall never be changed.”

ORGANIZATION

The record book of this company is not available and it is impossible to state definitely when the company was organized.

The first meeting of the Incorporators was held at Fort Madison, Iowa, July 17, 1871.

CONSTRUCTION

It is impossible to say whether this company did any actual construction work, but it made surveys and did other work preliminary to construction.

CHANGE OF NAME

Pursuant to a resolution of the Board of Directors, adopted May 1, 1872, and effective on said date, the name of this company was changed to The Fort Madison and Northwestern Railway Company.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

II

The Fort Madison and Northwestern Railway Company

INCORPORATION

Formed by change of name, pursuant to a resolution of the Directors adopted May 1, 1872 (filed with the Secretary of State of Iowa,

May 16, 1872), this company having formerly been The Fort Madison, Oskaloosa and Northwestern Railway Company.

No change in the route of the proposed railroad was made and this company retained all the powers, privileges and franchises of its predecessor.

ORGANIZATION

The record book of this company is not available. It is probable that the first meeting was held May 1, 1872, and that the officers and directors of The Fort Madison, Oskaloosa and Northwestern Railway Company retained their respective offices.

TERMINI AND DESCRIPTION

MAIN LINE: Narrow gauge (three feet) railroad from Fort Madison, Iowa, westerly and northwesterly to Collett, Iowa, a distance (first main) of 45 miles, all in Iowa.

CONSTRUCTION

Some preliminary work had been done by The Fort Madison, Oskaloosa and Northwestern Railway Company, the predecessor of this company. Immediately after its organization, this company commenced construction work and considerable grading was done prior to February 15, 1879, on which date a new contract was entered into for the completion of this company's road from Fort Madison to Birmingham, Iowa. The road was opened from Fort Madison to West Point, 11.2 miles, June 7, 1879. In March, 1882, the road was opened to Birmingham, 29.9 miles, and in the fall of 1884 an extension was opened from Birmingham to Collett, Iowa, 3.9 miles.

Total mileage constructed (first main, Fort Madison to Collett, Iowa) 45 miles, all in Iowa.

OPERATION

As the several sections were completed, they were placed in operation by the construction companies (until October 14, 1879, Fort Madison Construction Company, and thereafter Fort Madison and Northwestern Railway Construction Company, successor by assignment) and the line was so operated until January 3, 1885; operated from January 3, 1885, until May 23, 1885, by S. B. Kendrick, Receiver; operated from May 23, 1885, until June 30, 1885, by S. Atlee, Receiver; operated from June 30, 1885, until March 29, 1890, by Charles A. Gilchrist, Receiver; for operation after March 29, 1890, see "Operation," The Chicago, Fort Madison and Des Moines Railway Company.

S. B. KENDRICK, RECEIVER

Of date January 3, 1885, the District Court of Lee County, Iowa, on complaint of The Fort Madison and Northwestern Railway Construc-

tion Company, appointed S. B. Kendrick, Receiver. The said receiver took possession of The Fort Madison and Northwestern Railway January 3, 1885, and remained in possession thereof and operated the same until May 23, 1885.

S. ATLEE, RECEIVER

Of date May 23, 1885, the District Court of Lee County removed S. B. Kendrick and appointed S. Atlee in his place. The said Atlee, as Receiver, took possession of the railroad property May 23, 1885, and remained in possession thereof and operated the same until June 30, 1885.

CHARLES A. GILCHRIST, RECEIVER

Of date March 30, 1885, the Circuit Court of the United States for the Southern District of Iowa, on complaint of the Union Trust Company of New York, Trustee, appointed C. A. Gilchrist Receiver for The Fort Madison and Northwestern Railway Company. The said Receiver took possession of the property June 30, 1885, and remained in possession thereof and operated the same until March 29, 1890.

FORECLOSURE OF TRUST DEED

Of date April 1, 1880, The Fort Madison and Northwestern Railway Company executed its trust deed to the Union Trust Company of New York, Trustee. Because of default and by decree entered in the Circuit Court of the United States for the Southern District of Iowa on September 20, 1889, the railroad property, then in the possession of Charles A. Gilchrist, Receiver, was ordered sold.

Of date February 25, 1890, P. T. Lomax, Master in Chancery, sold The Fort Madison and Northwestern Railway to Williard T. Block. The sale was confirmed March 17, 1890.

DEED BY THE MASTER

By deed dated March 29, 1890, P. T. Lomax, Master, conveyed to Williard T. Block all of the railroad property formerly belonging to The Fort Madison and Northwestern Railway Company.

DEED BY WILLIARD T. BLOCK, PURCHASER

By deed dated March 29, 1890, Williard T. Block and wife conveyed to The Chicago, Ft. Madison and Des Moines Railway Company all of the railroad property and franchises formerly belonging to The Fort Madison and Northwestern Railway Company.

CORPORATE EXISTENCE

No effort was made after the foreclosure of September 20, 1889, to maintain the corporate existence of The Fort Madison and Northwestern Railway Company.

CORPORATE RECORDS

Such corporate records as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

III

The Chicago, Ft. Madison and Des Moines Railway Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles executed March 29, 1890, and filed with the Secretary of State for Iowa, April 21, 1890, and recorded in book B-2 at page 420.

Article II provided as follows, to wit:

"The business to be conducted by the corporation shall be to acquire, construct, own, maintain and operate railways, telegraph lines, express lines, freight lines, and such other incidental business connected therewith as may be determined by the Board of Directors of the Company."

This company was formed to acquire the railroad property and franchises formerly belonging to The Fort Madison and Northwestern Railway Company.

ORGANIZATION

Organized at Fort Madison, Iowa, April 26, 1890, by election of officers.

ACQUISITION BY PURCHASE

By deed dated March 29, 1890, Williard T. Block and wife conveyed to this company all of the railroad property and franchises formerly belonging to The Fort Madison and Northwestern Railway Company.

TERMINI AND DESCRIPTION

MAIN LINE (originally narrow gauge, but widened to standard by this company): From Fort Madison, Iowa, westerly and northwesterly to Collett, Iowa, a distance (first main) of 45 miles.

MAIN LINE EXTENSION: From Collette via Libertyville to Ottumwa, Iowa, a distance (first main) of 26 miles.

Total mileage acquired and constructed, 71 miles, all in Iowa.

CONSTRUCTION

Work on main line extension from Collett through Libertyville to Ottumwa was commenced early in 1891 and the road was opened to Libertyville, 4.4 miles, October 4, 1891, and to Ottumwa, 21.6 miles, December 11, 1892.

As originally constructed, between Fort Madison and Collett, this was a narrow gauge (three feet) railroad. Immediately after its organization this company began the work of widening the gauge to standard and said work was completed September 10, 1891.

Main line extension from Collett to Ottumwa was built as a standard gauge line.

OPERATION

This company operated its line from March 29, 1890, until July 27, 1898; operated from July 27, 1898, until January 20, 1899, by E. F. Potter, Receiver; for operation after January 20, 1899, see "Operation," Chicago, Ft. Madison and Des Moines Railroad Company.

RECEIVERSHIP

Of date July 26, 1898, the Circuit Court of the United States for the Southern District of Iowa, on complaint of the American Loan and Trust Company, Trustee, appointed E. F. Potter Receiver for The Chicago, Ft. Madison and Des Moines Railway Company. Said Receiver took possession of the property at midnight July 26, 1898, and remained in possession thereof and operated the same until January 20, 1899.

FORECLOSURE OF TRUST DEED

Of date July 1, 1892, this company executed a trust deed to the American Loan and Trust Company of Boston, Trustee. Because of default and by decree of the United States Circuit Court for the Southern District of Iowa, entered November 4, 1898 (amended November 9, 1898), the railroad property was ordered sold.

Of date January 4, 1899, Washington I. Babb, Special Master, sold said property and franchises to a Bondholders' Committee consisting of Jesse A. Baldwin, Isaac T. Burr and Edward S. Lacey.

ASSIGNMENT OF BID AND DEED BY THE MASTER

Of date January 16, 1899, the said Bondholders' Committee, Baldwin, Burr and Lacey, assigned their bid for the purchase of The Chicago, Ft. Madison and Des Moines Railway to the Chicago, Ft. Madison and Des Moines Railroad Company.

By deed dated January 20, 1899, Washington I. Babb, Special Master, conveyed to the Chicago, Ft. Madison and Des Moines Railroad Company all of the railroad property belonging to The Chicago, Ft. Madison and Des Moines Railway Company. The American Loan and Trust Company, Trustee, The Chicago, Ft. Madison and Des Moines Railway Company and the Bondholders' Committee joined in this conveyance to said railroad company.

CORPORATE EXISTENCE

No effort was made after the foreclosure of November 4, 1898, to maintain the corporate existence of The Chicago, Ft. Madison and Des Moines Railway Company.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

IV

Chicago, Ft. Madison and Des Moines Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated January 4, 1899, and filed with the Secretary of State for Iowa, January 5, 1899.

Article II provided as follows, to wit:

“The business to be conducted by the corporation shall be to acquire, construct, own, maintain and operate Railways, Telegraph Lines, Express Lines, Freight Lines and such other incidental business connected therewith as may be determined by the Board of Directors of the Company.”

This company was formed to acquire the railroad property and franchises formerly belonging to The Chicago, Ft. Madison and Des Moines Railway Company.

ORGANIZATION

Organized at Fort Madison, Iowa, January 9, 1899, when the directors met and elected officers.

ACQUISITION BY DEED

By deed dated January 20, 1899, this company acquired from Washington I. Babb, Special Master, all of the railroad property formerly belonging to The Chicago, Ft. Madison and Des Moines Railway Company, the said property having been purchased at the foreclosure sale of January 4, 1899, by a Bondholders' Committee, and assignment of said bid made by said committee to this company January 16, 1899.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Fort Madison, Iowa, thence westerly and north-westerly to a connection with the Chicago, Burlington & Quincy Railroad at Ottumwa, Iowa, a distance (first main) of approximately 71 miles, all in Iowa.

On July 22, 1900 (after the Burlington Company had taken possession as lessee), that part of the main line of this road from a point of connection with the Chicago, Burlington & Quincy Railroad 1.5 miles west of Batavia, thence to Ottumwa, Iowa, 15.05 miles, was abandoned, and the tracks of the Burlington Company were used by the trains of this company from said junction to Ottumwa, making the mileage (first main) of this line, after the abandonment, 55.95 miles.

CONSTRUCTION

This company did not build any main line mileage. For construction of the line acquired by the Master's Deed of January 20, 1899, see "Construction," The Fort Madison and Northwestern Railway Company and The Chicago, Ft. Madison and Des Moines Railway Company.

OPERATION

This company operated its line from January 20, 1899, until July 1, 1900; operated from July 1, 1900, until January 1, 1901, by the Chicago, Burlington & Quincy Railroad Company as lessee; operated since January 1, 1901, by the Burlington Company as owner by deed.

LEASE TO C. B. & Q.

Of date July 1, 1900, this company leased all of its railroad for the term of 25 years to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated January 1, 1901, the Chicago, Ft. Madison and Des Moines Railroad Company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its railroad property and franchises, its railroad being described as follows, to wit:

"Its certain railroad, beginning at Fort Madison in Lee County, Iowa, thence extending northwesterly to Ottumwa, in Wapello County, said State, a distance of about seventy and sixty hundredths (70.60) miles."

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Fort Madison, Oskaloosa and Northwestern Railway Company, incorporated under the general laws of Iowa by Articles dated July 17, 1871.
- (2) By change of name, pursuant to resolution adopted May 1, 1872, the name of The Fort Madison, Oskaloosa and Northwestern Railway Company was changed to The Fort Madison and Northwestern Railway Company.
- (3) Receiver appointed (S. B. Kendrick) by the District Court of Lee County, Iowa, January 3, 1885, on complaint of creditors.
- (4) Removal of S. B. Kendrick, Receiver, and the appointment in his place of S. Atlee, as Receiver, by order of the District Court of Lee County, Iowa, entered May 23, 1885.
- (5) Removal of St. Atlee as Receiver and appointment in his place of C. A. Gilchrist by the Circuit Court of the United States for the Southern District of Iowa, by order entered March 30, 1885.
- (6) Trust deed, executed by The Fort Madison and Northwestern Railway Company, of date April 1, 1880, foreclosed in the Circuit

Court of the United States for the Southern District of Iowa, and by decree entered September 20, 1889, the railroad property ordered sold.

- (7) Deed, dated March 29, 1890, from P. T. Lomax, Master in Chancery, conveying to Williard T. Block all of the railroad property and franchises formerly belonging to, The Fort Madison and Northwestern Railway Company.
- (8) The Chicago, Ft. Madison and Des Moines Railway Company, incorporated under the general laws of Iowa by Articles dated March 29, 1890.
- (9) Deed, dated March 29, 1890, from Williard T. Block and wife, conveying to The Chicago, Ft. Madison and Des Moines Railway Company all of the railroad property and franchises formerly belonging to The Fort Madison and Northwestern Railway Company.
- (10) Receiver appointed, July 26, 1898 (E. F. Potter), by order entered in the Circuit Court of the United States for the Southern District of Iowa, on complaint of creditors.
- (11) Trust deed dated July 1, 1892, executed by The Chicago, Ft. Madison and Des Moines Railway Company to the American Loan and Trust Company of Boston, Trustee, foreclosed and decree entered in the United States Circuit Court for the Southern District of Iowa, November 4, 1898 (amended November 9, 1898), ordered sale of the property.
- (12) Sale by the Master, of date January 4, 1899, to a Bondholders' Committee consisting of Jesse A. Baldwin, Isaac T. Burr and Edward S. Lacey.
- (13) Assignment of bid, of date January 16, 1899, by said Bondholders' Committee (Baldwin, Burr and Lacey) to Chicago, Ft. Madison and Des Moines Railroad Company.
- (14) Chicago, Ft. Madison and Des Moines Railroad Company, incorporated under the general laws of Iowa by Articles dated January 5, 1899.
- (15) Deed by the Master (Washington I. Babb), dated January 20, 1899, conveying to the Chicago, Ft. Madison and Des Moines Railroad Company all of the railroad property and franchises formerly belonging to The Chicago, Ft. Madison and Des Moines Railway Company.
- (16) Lease, dated July 1, 1900, for 25 years, from the Chicago, Ft. Madison and Des Moines Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (17) Deed, dated January 1, 1901, from the Chicago, Ft. Madison and Des Moines Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Murray and Creston Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated January 19, 1900, and filed with the Secretary of State of Iowa January 26, 1900, and recorded in Book F-3, at page 550.

Article II provided as follows, to wit:

“The business to be transacted by the corporation shall be to build and operate a double track railroad from Murray, in Clarke County, by way of Thayer and Afton, to Creston, in Union County, Iowa.”

This company was organized in the interest of the Chicago, Burlington & Quincy Railroad Company for the purpose of constructing a low grade line on a new location between Murray and Creston, Iowa. After the completion of this line the original line of the Burlington Company between the above points was abandoned.

ORGANIZATION

Organized at Burlington, Iowa, January 29, 1900, by election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Murray, Iowa, thence westerly to a connection with said railroad at East Creston, Iowa, a distance (first main) of 21.28 miles, all in Iowa.

CONSTRUCTION

Construction commenced early in 1900, and the line was completed and opened for traffic in November and December, 1901.

OPERATION

This company did not operate any portion of the railroad it built, but said line was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company: until January 1, 1901, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q.

Of date July 1, 1900, this company leased all of its railroad, built and to be built, for twenty-five years, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated January 1, 1901, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its property and franchises, its railroad being described as follows, to wit:

“ Its certain railroad, beginning at a point on the railroad of the Chicago, Burlington & Quincy Rail Road Company at Murray, in Clarke County, Iowa, thence extending westerly to a connection with said railroad at East Creston, in Union County, Iowa, a distance of about twenty-one and twenty-eight hundredths (21.28) miles; . . . ”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Murray and Creston Railroad Company incorporated under the general laws of Iowa by Articles dated January 19, 1900, and filed with the Secretary of State of Iowa, January 26, 1900.
- (2) Lease for twenty-five years dated July 1, 1900, from Murray and Creston Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed dated January 1, 1901, from Murray and Creston Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

The Chillicothe and Chariton Rail Road Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated November 25, 1878, and filed with the Secretary of State of Iowa, November 29, 1878, and recorded in Book I, at page 514 et seq.

The company proposed to build the following railroad:

“ . . . from a point on the main line of the Rail Road owned and operated by the Chicago, Burlington and Quincy Rail Road Company near the east line of Monroe County, Iowa, thence in a general westerly direction to a point on the main line of said Rail Road . . . about three and a half miles west of Albia, Iowa, upon such route as this Company may hereafter determine . . . ”

This company was organized in the interest of the Chicago, Burlington & Quincy Railroad Company and for the purpose of constructing a low grade line between the above points.

ORGANIZATION

Organized at Burlington, Iowa, April 9, 1879, by election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a point approximately one mile east of Frederic, Iowa, thence westerly on the north side of the original Burlington main line to the Iowa Central crossing; thence on the south side of the original main line of said Burlington Company to Tower 307, west of Albia, Iowa, a distance (first main) of 14.97 miles, all in Iowa.

CONSTRUCTION

Immediately after its organization this company entered upon the work preliminary to construction, and during 1879 completed its railroad as above described, the entire line being opened for traffic about October 10, 1879.

OPERATION

This company did not operate any portion of the railroad it constructed, but the said line was operated from the date of its completion by the Chicago, Burlington and Quincy Railroad Company: until January 1, 1901, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q.

Of date August 1, 1879, this company leased all of its railroad, built and to be built, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated January 1, 1901, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its railroad property and franchises, its railroad being described as follows, to wit:

"Its certain railroad, beginning at a point on the railroad of the Chicago, Burlington & Quincy Rail Road Company near the east line of Monroe County, Iowa, thence extending westerly to a point on the railroad of said Company, known as Maxon, or Iowa Central Railroad Crossing, thence extending westerly to a point on the railroad of said Chicago, Burlington & Quincy Rail Road Company about three and one-half (3½) miles west of Albia, in said County; a total distance of about fourteen and ninety-seven hundredths (14.97) miles;
. . . ."

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Chillicothe and Chariton Rail Road Company, incorporated under the general laws of Iowa by Articles dated November 25, 1878, and filed with the Secretary of State of Iowa November 29, 1878.
- (2) Lease in perpetuity, dated August 1, 1879, from The Chillicothe and Chariton Rail Road Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed dated January 1, 1901, from The Chillicothe and Chariton Rail Road Company to the Chicago, Burlington & Quincy Railroad Company.

Fairfield and Ottumwa Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated January 17, 1900, and filed with the Secretary of State of Iowa January 26, 1900, and recorded in Book G-3, at page 98.

Article II provided as follows, to wit:

“The business to be transacted by the corporation shall be to build and operate a double track railroad from Fairfield, in Jefferson County, by way of Batavia and Agency, to Ottumwa in Wapello County, Iowa.”

This company was organized in the interest of the Chicago, Burlington & Quincy Railroad Company and for the purpose of constructing a low grade line between Fairfield and Batavia, Iowa. After the completion of the line built by this company, the original line of the Burlington Company was abandoned.

ORGANIZATION

Organized at Burlington, Iowa, January 29, 1900, by election of directors and officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Chicago, Burlington & Quincy Railroad 1.4 miles west of Fairfield, Iowa, thence westerly to a connection with the said railroad near Batavia, Iowa, a distance (first main) of 9.15 miles, all in Iowa.

CONSTRUCTION

Work on reduction of grade and double tracking this section of road had already been started by the Chicago, Burlington & Quincy Railroad Company when this company was formed. Preliminary work was actually started in January, 1899, and actual construction undertaken in August of that year. The entire road was completed and opened for traffic in the fall of 1900.

OPERATION

This company did not operate any portion of the railroad it constructed, but said road was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company: until January 1, 1900, as lessee; since that date as owner by deed.

LEASE TO C. B. & Q.

Of date July 1, 1900, this company leased all of its railroad, built and to be built, for twenty-five years, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated January 1, 1901, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its property and franchises, its railroad being described as follows, to wit:

"Its certain railroad, beginning at a point on the railroad of the Chicago, Burlington & Quincy Rail Road Company about one and four tenths (1.4) miles west of Fairfield, Jefferson County, Iowa, thence running westerly to a connection with said railroad near Batavia, in said County and State, a distance of about nine and fifteen hundredths (9.15) miles."

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

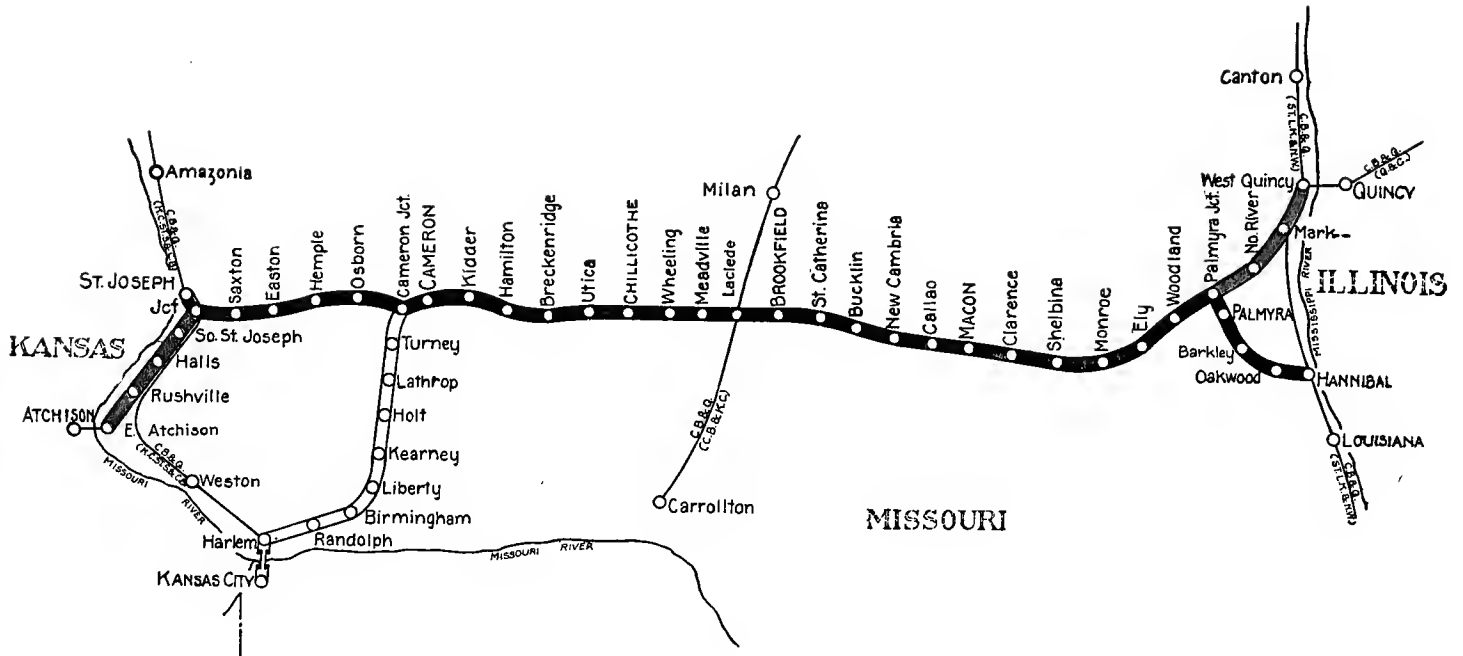
CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Fairfield and Ottumwa Railroad Company, incorporated under the general laws of Iowa by Articles dated January 17, 1900, and filed with the Secretary of State of Iowa, January 26, 1900.
- (2) Lease for twenty-five years, dated July 1, 1900, from the Fairfield and Ottumwa Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, dated January 1, 1901, from Fairfield and Ottumwa Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Hannibal and St. Joseph Railroad



Decided to C. B. & Q. January 1, 1901.

- Hannibal to St. Joseph, 206.41 miles.**
 Construction by Hannibal and St. Joseph's Railroad begun at Hannibal in 1851 and at St. Joseph prior to 1857; completed February 13, 1859.
- West Quincy to Palmyra, 13.42 miles.**
 The Quincy and Palmyra Railroad Co. Begun in 1858; completed April 1, 1860.
- Cameron Jct. to Kansas City, 53.83 miles.**
 Graded by Kansas City, Galveston and Lake Superior Railroad Co., November, 1866. Completed by The Kansas City and Cameron Railroad Co. to North Kansas City, November 30, 1867; to Kansas City, July 4, 1869.
- St. Joseph to Winthrop (East Atchison), 19.47 miles.**
 Hannibal and St. Joseph Railroad in fall of 1872.

Hannibal and St. Joseph Railroad Company

- I—HANNIBAL AND ST. JOSEPH'S RAILROAD COMPANY
- II—THE QUINCY AND PALMYRA RAILROAD COMPANY
- III—KANSAS CITY, GALVESTON AND LAKE SUPERIOR RAILROAD COMPANY
- IV—THE KANSAS CITY AND CAMERON RAILROAD COMPANY
- V—HANNIBAL AND ST. JOSEPH RAILROAD COMPANY

I

Hannibal and St. Joseph's Railroad Company

INCORPORATION

Incorporated under a Special Act of the Missouri Legislature approved February 16, 1847.

Section 4 provided as follows:

"The said company shall have power to view, lay out and construct a railroad from St. Joseph's, in Buchanan County, to Palmyra, in Marion County, and thence to Hannibal, in said County of Marion. . . ."

A Special Act of the Missouri Legislature approved February 24, 1853, provided as follows:

"It shall be lawful for the said Hannibal and St. Joseph Railroad Company to extend, construct, maintain and operate their railroad to any point or points west of the boundary of this state and to enter into contract for that purpose."

ORGANIZATION

Organized at Hannibal, Missouri, January 8, 1851, by the election of officers.

TERMINI AND DESCRIPTION

From Hannibal, Missouri, westerly to St. Joseph, Missouri, a distance (first main) of 206.41 miles, all in Missouri.

CONSTRUCTION

Construction commenced at Hannibal in 1851 and on November 5, 1855, 25 miles of the grade was completed and ready for the iron. June 1, 1857, the track was laid to Hunnewell, 37 miles west of Hannibal; September 9, 1857, to Clarence, 59 miles west of Hannibal; May 11, 1858, to Bevier, 75 miles west of Hannibal; November 29, 1858, 100 miles west of Hannibal; December 25, 1858, 107 miles west of Hannibal; January 26, 1859, 114 miles west of Hannibal.

Construction commenced at St. Joseph prior to 1857. In October of that year several miles of the track was laid from St. Joseph easterly. On August 1, 1858, the road was completed ten miles east of St.

Joseph; November 7, 1858, 46 miles east of St. Joseph; December 5, 1858, 53 miles east of St. Joseph; January 2, 1859, 63 miles east of St. Joseph; January 31, 1859, 73 miles east of St. Joseph.

The line was completed February 13, 1859, and opened for through traffic February 15, 1859.

OPERATION

Under the terms of a construction contract between the Hannibal and St. Joseph's Railroad Company and Duff & Seward, Contractors, of date March 1, 1854, it was provided that said contractors were to have the right to operate the road or any part thereof as completed from time to time, and the said contractors did operate that portion of the road extending from Hannibal to Palmyra and beyond until November, 1858, at which time the railroad company went into possession of the road and operated it from that time on until March 14, 1867. (In settlement with contractors in November, 1858, revenues and expenses commencing with July, 1858, accrued to the company.)

CONSOLIDATION

A Special Act of the Missouri Legislature, approved March 2, 1867, provided as follows, to wit:

"That the Hannibal and St. Joseph Railroad Company (Hannibal and St. Joseph's) shall be, and it is, hereby authorized to purchase and own all the capital stock of the Quincy and Palmyra Railroad Company, and when it shall have become the owner of said stock the Quincy and Palmyra Railroad Company shall . . . become a part of the Hannibal and St. Joseph Railroad Company and subject to all the duties imposed upon and entitled to all the privileges secured to the Hannibal and St. Joseph Railroad Company. . . ."

Under the provisions of said act and in pursuance of a resolution of the Board of Directors, passed on March 14, 1867, this company was consolidated with The Quincy and Palmyra Railroad Company.

II

The Quincy and Palmyra Railroad Company

INCORPORATION

Incorporated under the general railroad law of Missouri by Articles of Association dated March 4, 1856, and filed with the Secretary of State for Missouri March 7, 1856. The said Articles provided for the construction of the following, to wit:

". . . from the west bank of the Mississippi River in the said County of Marion, opposite the City of Quincy, in the State of Illinois, on the most eligible, beneficial and practicable route, to a junction with the Hannibal and St. Joseph Railroad (Hannibal and St. Joseph's), now in the course of construction, at the town of Palmyra, in the said County of Marion, or at a point nearest to the said town of Palmyra, at which such a junction with the said Hannibal and St. Joseph Railroad is practicable."

ORGANIZATION

Organized at Palmyra, Missouri, April 15, 1856, by the election of directors and officers.

TERMINI AND DESCRIPTION

MAIN LINE: From West Quincy, Missouri, (after November 9, 1868, from a connection with the Quincy Railroad Bridge Company's tracks at the above point), thence southwesterly to a connection with the Hannibal and St. Joseph's Railroad at Palmyra Junction, Missouri, a distance (first main) of 13.42 miles.

CONSTRUCTION

Construction commenced in June, 1858. The grading was completed in April, 1859, and the line completed and opened for traffic, April 1, 1860.

OPERATION

This line was operated from the date of its completion (April 1, 1860) and until February 14, 1870, by this company and jointly with the railroad of the Hannibal and St. Joseph's Railroad Company.

CONSOLIDATION

By the provisions of said Special Act of the Missouri Legislature, approved March 2, 1867 (particularly set out under "Consolidation," Hannibal and St. Joseph's Railroad Company). The Quincy and Palmyra Railroad Company was consolidated with the Hannibal and St. Joseph's Railroad Company.

CORPORATE RECORDS

Such corporate records as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

III

Kansas City, Galveston and Lake Superior Railroad Company

INCORPORATION

Incorporated under a Special Act of the Missouri Legislature, approved February 9, 1857.

By section 7, the company was authorized to build a railroad as follows, to wit:

" . . . from the City of Kansas, or from the north bank of the Missouri River, opposite said City of Kansas, by the most direct and practicable route,

to the north boundary of the state, in the direction of Fond du Lac, on Lake Superior; . . .”

A Special Act of the Missouri Legislature, approved February 13, 1864, provided as follows (Section 2):

“It shall be competent for the Board of Directors of said railroad company, at any time, to change the name of said company, and such change of name shall in no wise affect the rights or interests of any party or parties under the Charter of said company, or in pursuance of the Acts of said company.”

ORGANIZATION

Temporary organization was effected at Kansas City, Missouri, April 7, 1860, by the election of directors. Permanent organization was effected at Kansas City, Missouri, August 2, 1860, by the election of directors and officers.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build, but acquired right-of-way from Kansas City to Cameron, Missouri, and did considerable grading thereon. Construction commenced prior to November, 1860, and was suspended during the Civil War. November 12, 1866, the grading had been practically completed from Cameron to Kansas City.

CHANGE OF NAME

Under the provisions of the Amendment above referred to, approved February 13, 1864, (see “Incorporation,” this company) and by resolution, adopted November 12, 1866, this company, by change of name became, The Kansas City and Cameron Railroad Company.

IV

The Kansas City and Cameron Railroad Company

INCORPORATION

Formed as above by change of name in pursuance of a resolution of the directors, adopted November 12, 1866, under the authority of said Act of the Missouri Legislature, in force February 13, 1864.

An Act of the Missouri Legislature, approved March 11, 1867, contained the following provisions:

(Sec. 2.) “It shall be lawful and competent for said company to make such arrangements with any other railroad company to furnish equipments and to run and manage its railroad as it may deem expedient and find necessary, or to lease the same, or to consolidate it with any other company, upon such terms as may be deemed just and necessary.”

(Sec. 4.) “The said railroad company shall have the same authority, rights and powers, as are conferred upon the Kansas City Bridge Company, incorporated by an Act of the General Assembly, of date February 20, 1865, and may

in connection with its railroad bridge, erect a bridge for the passage of teams, carriages and foot passengers, and shall have the right and authority to receive compensation therefor, as is granted to the said Kansas City Bridge Company; . . .”

ORGANIZATION

The first meeting of the stockholders was held at Kansas City, Missouri, November 12, 1866. The officers and directors of the Kansas City, Galveston and Lake Superior Railroad Company retained their respective offices.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Hannibal and St. Joseph's Railroad at Cameron Junction, Missouri, southwesterly to a connection with the Union Pacific Railroad at Kansas City, Missouri (including a bridge over the Missouri River between North Kansas City and Kansas City), a distance (first main) of 53.83 miles, all in Missouri.

CONSTRUCTION

Construction on the line from Cameron to Kansas City had been commenced in November, 1860, by the Kansas City, Galveston and Lake Superior Railroad Company. In November, 1866, the grade was completed. The railroad was finished and opened for traffic from Cameron Junction to North Kansas City on November 30, 1867.

Work was commenced on the Kansas City bridge February 27, 1867, and the bridge was completed in June, 1869, and opened for traffic July 4, 1869.

OPERATION

This line was operated from the date of its completion (November 30, 1867) and until February 14, 1870, by the Hannibal and St. Joseph's Railroad Company under an operating contract, dated November 26, 1866, and effective upon the completion of the road. For operation after February 14, 1870, see "Operation," Hannibal and St. Joseph Railroad Company.

CONSOLIDATION

Under the authority of said Act of the Missouri Legislature, approved March 11, 1867, this company, of date February 14, 1870, consolidated all of its property and franchises with the Hannibal and St. Joseph's Railroad Company, the consolidated corporation taking the name, Hannibal and St. Joseph Railroad Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of February 14, 1870, to maintain the separate corporate existence of The Kansas City and Cameron Railroad Company.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

V

Hannibal and St. Joseph Railroad Company

INCORPORATION

Formed by consolidation (effective February 14, 1870) between the Kansas City and Cameron Railroad Company and the Hannibal and St. Joseph's Railroad Company, the said consolidation being authorized by said Special Act of the Missouri Legislature, approved March 11, 1867.

(See also Special Act of the Missouri Legislature, approved February 24, 1853, hereinbefore referred to under "Incorporation," Hannibal and St. Joseph's Railroad Company under which main line extension from St. Joseph to Winthrop — East Atchison — was built.)

ORGANIZATION

The first meeting of this company was held at Boston, Massachusetts, February 14, 1870. The officers and directors of the Hannibal and St. Joseph Railroad Company retained their respective offices.

TERMINI AND DESCRIPTION

This company was, from the date of its organization, the owner of the following main line railroad:

From Hannibal, Missouri, westerly to St. Joseph, Missouri, a distance (first main) of 206.41 miles.

From a connection with the line last above described, at Palmyra Junction, Missouri, thence northeasterly, to West Quincy, Missouri, a distance (first main) of 13.42 miles.

From a connection with the line first above described, at Cameron Junction, Missouri, thence southwesterly, to a connection with the Union Pacific Railroad at Kansas City, Missouri (including the railroad bridge across the Missouri River), a distance (first main) of 53.05 miles.

Total mileage owned by this company by virtue of the consolidation, 272.88 miles, all in Missouri.

LINE CONSTRUCTED

Main line extension from the terminus of this company's line at St. Joseph, Missouri, thence southerly to a connection with the Atchison Bridge Company's tracks at Winthrop (East Atchison), Missouri, a distance (first main) of 19.47 miles, all in Missouri.

Total mileage owned and operated, 292.35 miles, all in Missouri.

CONSTRUCTION

For construction of the various lines acquired by this company through the consolidation of February 14, 1870, see "Construction," Hannibal and St. Joseph's Railroad Company, Kansas City and Cameron Railroad Company, and The Quincy and Palmyra Railroad Company.

Construction on the main line extension from St. Joseph to Winthrop (East Atchison), Missouri, commenced early in 1872, and the line was completed and placed in operation in the fall of 1872.

OPERATION

This company operated its railroad from the date of its organization (February 14, 1870) until October 22, 1877.

All lines operated from October 20, 1877, until October 29, 1877, by Sidney McWilliams, Receiver, (see "Receivership," this company).

Operated from October 29, 1877, until July 1, 1900, by the Hannibal and St. Joseph Railroad Company; operated from July 1, 1900, until January 1, 1901, by the Chicago, Burlington & Quincy Railroad Company, as lessee; operated since January 1, 1901, by the Burlington Company, as owner by deed.

RECEIVERSHIP

Of date October 17, 1877, on complaint of Lemuel W. Morse et al., Stockholders, the Circuit Court of Livingston County, Missouri, appointed Sidney McWilliams Receiver of the Hannibal and St. Joseph Railroad. Of date October 20, 1877, the said Receiver took possession, and operated the railroad until October 29, 1877, when, in pursuance of an order of the Supreme Court of Missouri, entered October 27, 1877, possession was restored by the said Receiver to the Railroad Company.

LEASED TO C. B. & Q. R. R. CO.

Of date July 1, 1900, the Hannibal and St. Joseph Railroad Company leased all of its railroad property and franchises for twenty-five years to the Chicago, Burlington & Quincy Railroad Company, pursuant to purchase by the Chicago, Burlington & Quincy Railroad Company of a controlling interest in the stock and bonds May 1, 1883.

DEEDED TO C. B. & Q. R. R. CO.

By deed, dated January 1, 1901, the Hannibal and St. Joseph Railroad Company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company, its railroad being described as follows, to wit:

“ . . . beginning at Hannibal, in Marion County, Missouri, thence extending westerly to St. Joseph, in Buchanan County, in said state, a distance of about two hundred six and fifty-two hundredths (206.52) miles;

Also, from Palmyra Junction to West Quincy, Missouri, where it connects with the railroad of the Chicago, Burlington & Quincy Railroad Company, a distance of about twelve and sixty-five hundredths (12.65) miles;

Also, from Cameron Junction, in Clinton County, Missouri, to Kansas City, in Jackson County, Missouri, a distance of about fifty-four and sixteen hundredths (54.16) miles.

Also, from St. Joseph to Rushville, both in Buchanan County, Missouri, a distance of fifteen and thirty-four hundredths (15.34) miles.”

CORPORATE EXISTENCE

This company is still in active existence.

CORPORATE RECORDS

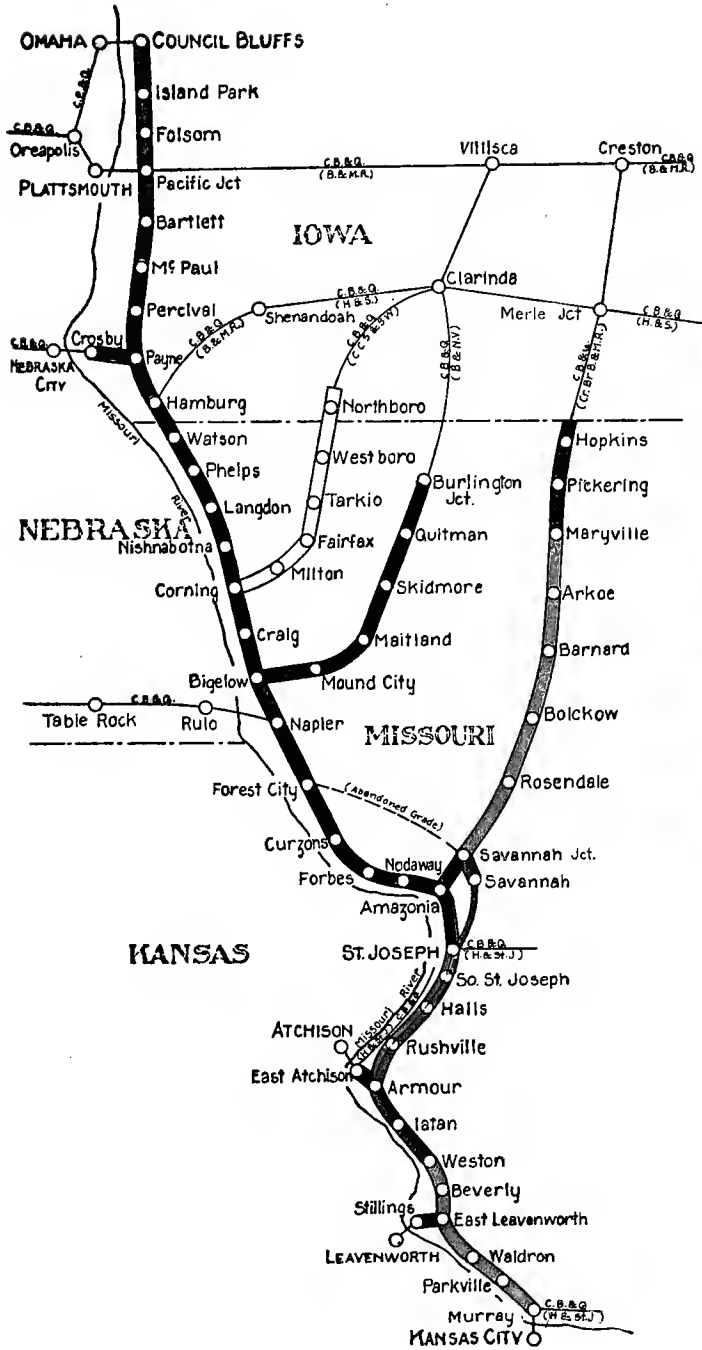
Corporate records are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

1. Hannibal and St. Joseph's Railroad Company, incorporated under a Special Act of the Missouri Legislature, in force February 16, 1847.
2. The Quincy and Palmyra Railroad Company, incorporated under the General Law of Missouri, by Articles dated March 4, 1856.
3. Consolidation of The Quincy and Palmyra Railroad Company and the Hannibal and St. Joseph's Railroad Company, effective March 14, 1867.
4. Kansas City, Galveston and Lake Superior Railroad Company, incorporated under a Special Act of the Missouri Legislature, in force February 9, 1857.
5. By change of name, under the provisions of an Act of the Missouri Legislature, approved February 13, 1864, the Kansas City, Galveston and Lake Superior Railroad Company became, The Kansas City and Cameron Railroad Company.
6. Consolidation of The Kansas City and Cameron Railroad Company and Hannibal and St. Joseph's Railroad Company under the name, Hannibal and St. Joseph Railroad Company, by Articles effective February 14, 1870.
7. Receiver (Sidney McWilliams) took possession of the Hannibal and St. Joseph Railroad Company on October 20, 1877, by an order of the Circuit Court of Livingston County, Missouri, entered October 17, 1877.
8. Possession of the Hannibal and St. Joseph Railroad Company restored to that company by the said receiver, October 29, 1877.

9. Lease for twenty-five years, of date July 1, 1900, from the Hannibal and St. Joseph Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
10. Deed of date January 1, 1901, from the Hannibal and St. Joseph Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Kansas City, St. Joseph and Council Bluffs Railroad



Deeded to C. B. & Q. January 1, 1901.

St. Joseph to Savannah Junction, 17.36 miles.
Platte County R. R. Co. Commenced in February, 1858, and completed to Savannah Junction in November, 1860.

All of this line, except between Savannah and Savannah Junction (now used as side track) was abandoned in 1872. The Platte County Co. also built a grade between Savannah Junction and Forest City, 23 miles, but it was abandoned.

St. Joseph to Winthrop (East Atchison), 19.4 miles.
Platte County R. R. Co. under charter authority of Atchison and Saint Joseph Railroad Co. Completed October 15, 1859.

Winthrop (East Atchison) to Weston, 15.24 miles.
Platte County R. R. Co. under charter authority of Weston and Atchison Rail Road Co. Commenced in spring of 1858 and completed April 1, 1861.

Weston to Murray (North Kansas City), 25.26 miles.
Missouri Valley R. R. Co. Completed November 25, 1869.

Savannah Junction to Maryville, 34.09 miles.
Missouri Valley R. R. Co. Commenced in 1867 and completed November 29, 1869.

Council Bluffs to Iowa-Missouri State Line, 51.07 miles.
Council Bluffs and St. Joseph Rail Road Co. Commenced in November, 1859, and completed December 30, 1867.

Payne to East Nebraska City (Crosby), 2.35 miles.
C. B. & St. J. R. R. Co. during 1867.

Iowa-Missouri State Line to St. Joseph, 80.93 miles.
The St. Joseph & Council Bluffs Rail Road Co. (original company). Completed in August, 1868.

Corning, Missouri, to beyond Northboro, Iowa, 29.53 miles.
Tarkio Valley R. R. Co. Commenced in 1880 and completed November 21, 1881.

Bigelow to Burlington Junction, 31.54 miles.
Nodaway Valley R. R. Co. Commenced in 1879 and completed September 4, 1880.

Maryville to Iowa-Missouri State Line, 16.11 miles.
K. C. St. J. & C. B. R. R. Co. during 1870.

Amazonia to Savannah Junction, 5.87 miles.
Built as cut-off by K. C. St. J. & C. B. R. R. Co. during 1872.

East Leavenworth to Stillings, 1 mile.
K. C. St. J. & C. B. R. R. Co. during 1892.

Armour to Winthrop (East Atchison), 1.19 miles.
K. C. St. J. & C. B. R. R. Co. during 1898.

TRACKAGE RIGHTS.

Atchison, Kansas, .40 miles over Mo. Pac. Ry. since December 1, 1902.

Kansas City, St. Joseph and Council Bluffs Railroad Company

- I — PLATTE COUNTY RAILROAD COMPANY
- II — PLATTE COUNTRY RAILROAD COMPANY
- III — ATCHISON AND SAINT JOSEPH RAILROAD COMPANY
- IV — MISSOURI VALLEY RAILROAD COMPANY
- V — WESTON AND ATCHISON RAIL ROAD COMPANY
- VI — COUNCIL BLUFFS AND ST. JOSEPH RAIL ROAD COMPANY
- VII — THE ST. JOSEPH & COUNCIL BLUFFS RAIL ROAD COMPANY (Original Company)
- VIII — ST. JOSEPH & COUNCIL BLUFFS RAIL ROAD COMPANY (Consolidated Company)
- IX — NODAWAY VALLEY RAILROAD COMPANY
- X — TARKIO VALLEY RAILROAD COMPANY
- XI — KANSAS CITY, ST. JOSEPH AND COUNCIL BLUFFS RAILROAD COMPANY

I

Platte County Railroad Company

INCORPORATION

Incorporated by a Special Act of the Missouri Legislature, approved February 24, 1853. Section 7 of said Act provided as follows, to wit:

“Said company shall have full power to survey, mark, locate and construct a railroad from the western termination of the Pacific Railroad, in Jackson county, to the town of St. Joseph, in Buchanan county, with the privilege of extending the same to the northern boundary of the State, . . . and may extend branch railroads to any point in any of the counties through which the said road may be located; . . .”

ORGANIZATION

The record book of this company is not available and it is impossible to give the date of its organization.

TERMINI AND DESCRIPTION

PLATTE COUNTY RAILROAD: From a connection with the Hannibal and St. Joseph Railroad at St. Joseph, Missouri, thence northerly to Savannah, Missouri, a distance (first main) of 17.36 miles.

In addition to the above, this company acquired a right of way for and graded a line of approximately 23 miles extending from Savannah to Forest City, Missouri.

ATCHISON AND SAINT JOSEPH RAILROAD (built under construction contract of July 19, 1859, as hereinafter referred to under “Construction Contracts”): From a connection with the Hannibal and St. Joseph Railroad at St. Joseph, thence southerly to a connection with the Weston

and Atchison Railroad at Winthrop (East Atchison), Missouri, a distance (first main) of 19.4 miles.

WESTON AND ATCHISON RAIL ROAD (built under contract of July 18, 1859): From a connection with the Atchison and Saint Joseph Railroad at Winthrop (East Atchison), Missouri, southerly to Weston, Missouri, a distance (first main) of 15.24 miles.

Total mileage constructed by this company, 52 miles, all in Missouri.

CONSTRUCTION CONTRACTS WITH A. & ST. J. AND W. & A.

Of date July 18, 1859, the Weston and Atchison Railroad Company executed a contract and conditional deed whereby it conveyed to Davis Carpenter, Jr., its right of way and road-bed, and the said Carpenter on his part agreed to complete the road and to procure its operation by the Platte County Railroad Company when completed.

Of date July 19, 1859, a contract similar to the one above set out was executed between the Atchison and Saint Joseph Railroad Company and Davis Carpenter, Jr.

In these two contracts Carpenter simply acted as agent and Trustee for the Platte County Railroad Company.

CONSTRUCTION

The Platte County Railroad Company commenced construction in February, 1858, and by October 15, 1859, the road-bed was completed 21 miles south of St. Joseph and 5 miles north. In December, 1859, 7 miles of track had been laid south of St. Joseph, and on April 1, 1860, 22.5 miles of track were laid south of St. Joseph. April 30, 1860, the road-bed and bridges were completed 14.5 miles north of St. Joseph, and in November, 1860, the track had been laid from St. Joseph to Iatan and from St. Joseph north about 18 miles, making 45.5 miles of completed railroad. The road was completed to Weston in April, 1861.

OPERATION

As the line was completed it was placed in operation by Davis Carpenter, Jr. Early in 1861 (upon the completion of the road to Weston) possession was given to the Platte County Railroad Company, and said company operated the road until March 23, 1863. For operation after March 23, 1863, see "Operation" Platte Country Railroad Company.

CHANGE OF NAME

By the terms of a special act of the Missouri Legislature, approved March 23, 1863, the name of this company was changed to, Platte Country Railroad Company.

II

Platte Country Railroad Company

INCORPORATION

Formed by change of name under the provisions of a Special Act of the Missouri Legislature, approved March 23, 1863, having formerly been Platte County Railroad Company.

ORGANIZATION

The record book of this company is not available, and it is impossible to give the date when the first meeting was held.

TERMINI AND DESCRIPTION

See Platte County Railroad Company.

CONSTRUCTION

This company did not construct any main line mileage. For the construction of the railroad which it owned and controlled, see "Construction," Platte County Railroad Company.

OPERATION

This company operated the line constructed by the Platte County Railroad Company and extending from Savannah, Missouri, southerly via St. Joseph and Winthrop to Weston, Missouri, from March 23, 1863, until August 11, 1864: it operated the line constructed under its charter extending from St. Joseph to Savannah from August 11, 1864, until September 5, 1864, having surrendered (August 11, 1864) to the Atchison and Saint Joseph Railroad Company and the Weston and Atchison Rail Road Company their respective portions of the line from St. Joseph to Weston, Missouri: the line from St. Joseph to Savannah operated from September 5, 1864, until March 6, 1865, by the State of Missouri: operated from March 6, 1865, until April 21, 1866, by the Weston and Atchison Rail Road Company and the Atchison and Saint Joseph Railroad Company as joint owners: operated from April 21, 1866, until August 19, 1866, by the State of Missouri: operated from August 19, 1866, until March 8, 1867, by the Weston and Atchison Rail Road Company and the Atchison and Saint Joseph Railroad company as joint owners: operated from March 8, 1867, until April 5, 1867, by the Weston and Atchison Rail Road Company and the Missouri Valley Railroad Company (successor to the Atchison and Saint Joseph Railroad Company) as joint owners: for operation after April 5, 1867, see "Operation," Missouri Valley Railroad Company, consolidated company.

CONTEST WITH THE STATE OF MISSOURI

In pursuance of a Special Act of the Missouri Legislature, approved March 3, 1857, the State of Missouri was authorized to issue seven hundred thousand dollars to aid in the construction of the Platte County Railroad on certain conditions specified in said act. Under this authority, bonds of the State were issued to said Platte County Railroad Company to the amount of approximately seven hundred thousand dollars.

Of date July 1, 1861, the Platte County Railroad Company defaulted in the interest of the said state aid bonds, and of date February 12, 1864, a Special Act of the Missouri Legislature ordered the sale of the Platte Country Railroad, successor of the Platte County Railroad Company.

After the passage of said act of February 12, 1864, but before the sale authorized therein had taken place, the Platte Country Railroad Company surrendered to the Weston and Atchison Rail Road Company and the Atchison and Saint Joseph Railroad Company their respective portions of the railroad then in possession of the Platte Country Railroad Company and built by the said Platte County Railroad Company under the several construction contracts and conditional deeds of July 18, 1859, and July 19, 1859, respectively.

Of date September 5, 1864, in accordance with the act of February 12, 1864, the State of Missouri sold the Platte Country Railroad and at said sale the state became the purchaser thereof.

For a statement of the controversy between the State of Missouri and the Weston and Atchison Rail Road Company and the Atchison and Saint Joseph Railroad Company over the validity of the proceedings wherein the Platte Country Railroad Company had surrendered possession of the road from St. Joseph to Weston to those companies, see "Contest with the State of Missouri," Weston and Atchison Rail Road Company and the Atchison and Saint Joseph Railroad Company.

The state remained in possession of and operated the Platte Country Railroad Company from September 5, 1864, until March 6, 1865, on which date, in pursuance of a Compromise Act approved February 18, 1865, the state surrendered the Platte Country Railroad to the Weston and Atchison Rail Road Company and the Atchison and Saint Joseph Railroad Company as joint owners.

For a statement of the subsequent controversy involving the railroad built by the Platte County Railroad Company and owned by the Platte Country Railroad Company, see "Contest with the State of Missouri," Atchison and Saint Joseph Railroad Company.

CORPORATE EXISTENCE

No effort was made after the sale of September 5, 1864, to maintain the corporate existence of the Platte Country Railroad Company.

III

Atchison and Saint Joseph Railroad Company

INCORPORATION

Incorporated by Special Act of the Missouri Legislature, approved December 11, 1855.

Section I provided for a railroad as follows, to wit:

“ . . . from a point opposite to the town of Atchison, in Kansas Territory, to the City of Saint Joseph, in Buchanan County . . . ”

ORGANIZATION

Effected at St. Joseph, Missouri, June 25, 1857, when the Directors named in the Act of December 11, 1855, met and elected officers.

TERMINI AND DESCRIPTION

For a description of the railroad built under the charter granted to this company and constructed by the Platte County Railroad Company under a contract and conditional deed dated July 19, 1859, between this company and Davis Carpenter, Jr. (who acted as the agent for the Platte County Railroad Company in this transaction), see “Termini and Description,” Platte County Railroad Company.

CONSTRUCTION

Construction on this company's line commenced early in the spring of 1858, and by July 19, 1859, the right of way had been secured from St. Joseph to Winthrop and the road-bed prepared for the track.

Of date July 19, 1859, this company made a construction and operating contract and executed a conditional deed to Davis Carpenter, Jr., the said Carpenter acting in this transaction as the agent of the Platte County Railroad Company. Under this contract the Platte County Railroad Company completed this company's road from St. Joseph southerly to Winthrop, Missouri, to a connection with the Weston and Atchison Rail Road at last named place. The road was completed and opened for operation prior to October 15, 1859.

OPERATION

The railroad built under the charter granted this company was operated until early in 1861 by Davis Carpenter, Jr., construction contractor: operated from early in 1861 until March 23, 1863, by the Platte County Railroad Company under the contract and deed of July 19, 1859: operated from March 23, 1863, until August 11, 1864, by the Platte Country Railroad Company, successor by change of name to the Platte County Railroad Company and under said contract and deed of July 19, 1859: operated from August 11, 1864, until April 21, 1866, by the Atchison and Saint Joseph Railroad Company: operated from

April 21, 1866, until August 19, 1866, by the State of Missouri: operated from August 19, 1866, until March 8, 1867, by the Atchison and Saint Joseph Railroad Company: for operation after March 8, 1867, see "Operation," Missouri Valley Railroad Company, original company.

CONTEST WITH THE STATE OF MISSOURI

For a statement of the contest between the State of Missouri and the Platte Country Railroad Company (successor by change of name to the Platte County Railroad Company) arising out of the failure of the Platte Country Railroad Company to pay the interest on state aid bonds, and in which contest the title of the Atchison and Saint Joseph Railroad Company to its road from Winthrop to St. Joseph, Missouri, was placed in controversy, see "Contest with the State of Missouri," Platte Country Railroad Company.

Of date August 5, 1864 (approved by the stockholders August 27, 1864), the directors of this company repudiated the contract and deed of July 19, 1859, between this company and Davis Carpenter, Jr. (agent for the Platte County Railroad Company), and demanded that possession of this company's line from St. Joseph to Winthrop be restored. Of date August 11, 1864, before the sale by the State of Missouri under the act of February 12, 1864, had taken place, the Platte Country Railroad Company, as successor to the Platte County Railroad Company, surrendered to the Atchison and Saint Joseph Railroad Company the railroad built under the last named company's charter. The State of Missouri, claiming to be the purchaser of this company's road at the sale of September 5, 1864 (had in pursuance of the Act of February 12, 1864), instituted proceedings in the Circuit Court of Buchanan County, Missouri (afterwards transferred to the Circuit Court of De Kalb County) to test the validity of the proceedings as above set out.

In pursuance of a Compromise Act, approved by the Missouri Legislature February 18, 1865 (accepted by this company March 6, 1865), title to the railroad built under the charter granted to this company was confirmed in said company, and the State dismissed the proceedings instituted by it in the Buchanan County Circuit Court. By said Compromise Act this company also became the owner of an undivided one-half interest in the Platte Country Railroad, extending from St. Joseph northerly to and beyond Savannah, Missouri.

Of date April 21, 1866, the State of Missouri, alleging that this company (together with the Weston and Atchison Rail Road Company) had not fulfilled its obligations under said Compromise Act of February 18, 1865, and having duly advertised this company's line for sale, took possession of the same by virtue of the lien which the state claimed to have on said railroad property. Being unable to find a purchaser, the State of Missouri remained in possession of and oper-

ated the railroad from Savannah to Weston (of which this company's line formed that part from Winthrop to St. Joseph) from April 21, 1866, until August 19, 1866, when the Weston and Atchison and the Atchison and Saint Joseph Railroad Companies, having fully complied with all the provisions of said Compromise Act, the State of Missouri surrendered to the railroad companies their respective portions of the road from St. Joseph to Weston, and at the same time restored to them, as joint owners, the road formerly belonging to the Platte Country Railroad Company and extending from St. Joseph northerly to Savannah and beyond.

CHANGE OF NAME

A special act of the Missouri Legislature, approved March 8, 1867, changed the name of this company to the Missouri Valley Railroad Company.

Said act of March 8, 1867, authorized the Weston and Atchison Rail Road Company to merge its properties with the said Missouri Valley Railroad Company.

IV

Missouri Valley Railroad Company

INCORPORATION

Formed by change of name under the provision of a Special Act of the Missouri Legislature, approved March 8, 1867, having formerly been the Atchison and Saint Joseph Railroad Company.

Section 4 of said Act provided for the construction of a railroad between the following points, to wit:

“ . . . from a point at or near the western terminus of the Pacific Railroad . . . to the southern line of the State of Iowa, and on and over the roads located by the Atchison and St. Joseph, the Weston and Atchison and the Platte County Railroad Companies, or either of them, with the privilege of changing the line of the Platte County Railroad so as to run from a point in the City of St. Joseph, along the valley of the Missouri River, by way of Forest City, to the Iowa line, and connecting at the said line with the railroad now building thereto from Council Bluffs, in the State of Iowa, and of locating, constructing, using, operating and enjoying a branch road from the Town of Savannah to the Iowa Line, in the direction of Des Moines City . . . ”

It also provided for the acquisition, by merger, of the properties of the Weston and Atchison Railroad Company.

ORGANIZATION

The directors named in said Act of the Missouri Legislature, approved March 8, 1867, met on April 5, 1867, at St. Joseph, Missouri, and effected organization by electing officers.

TERMINI AND DESCRIPTION

Line acquired by merger; and in pursuance of a Compromise Act approved by the Missouri Legislature February 18, 1865:

From Weston, Missouri, northerly via Winthrop and St. Joseph to Savannah, Missouri, a distance (first main) of 52 miles.

This company built the following extensions:

MAIN LINE: From Weston (terminus of Weston and Atchison Rail Road) southerly to a connection with the Hannibal and St. Joseph Railroad at North Kansas City, Missouri, a distance (first main) of 25.26 miles.

BRANCH LINE: From Savannah (terminus of Platte County Railroad) northeasterly to Maryville, Missouri, a distance (first main) of 34.09 miles.

Total mileage, 111.35 miles, all in Missouri.

CONSTRUCTION

Construction on the main line extension from Weston southerly to North Kansas City had been commenced by the Weston and Atchison Rail Road in 1863, but no portion of said road had been completed.

Immediately after its organization (April 5, 1867) the Missouri Valley Railroad Company resumed work on this extension, which was completed and opened as follows: To East Leavenworth, early in 1869; to North Kansas City, November 25, 1869.

Branch line extended from Savannah northerly to the Iowa State Line was commenced in the summer of 1867, and completed to Maryville on November 29, 1869.

OPERATION

This company operated its line from March 8, 1867 (including the line of the Weston and Atchison from April 5, 1867), until May 19, 1870. The said operation being jointly with that of the Weston and Atchison Rail Road until April 5, 1867.

The line from St. Joseph northerly to Savannah (owned jointly by this company and the Weston and Atchison Rail Road Company) was operated as part of the through line from Savannah from March 8, 1867, until April 5, 1867.

ACQUISITION BY MERGER

Under the provisions of a Special Act of the Missouri Legislature, approved March 8, 1867, this company, on April 5, 1867, acquired by merger all the property, rights and franchises belonging to the Weston and Atchison Rail Road Company.

CONSOLIDATION

By articles dated and effective May 19, 1870 (approved by the stockholders May 20, 1870), this company consolidated all of its property and franchises with the St. Joseph & Council Bluffs Rail Road Company under the name Kansas City, St. Joseph and Council Bluffs Railroad Company, said consolidation being in pursuance to a Special Act of the Missouri Legislature, approved March 24, 1870; adopted by this company, April 13, 1870.

CORPORATE EXISTENCE

No effort was made after the consolidation of May 19, 1870, to maintain the corporate existence of this company.

V

Weston and Atchison Rail Road Company

INCORPORATION

Incorporated under the general laws of Missouri by articles dated March 30, 1859. Articles filed with the Secretary of State for Missouri on or before April 29, 1859.

Article 2 provided for a railroad as follows, to wit:

“ . . . from the City of Weston, in the County of Platte, in the State of Missouri to the Town of Winthrop, in the County of Buchanan, in the State aforesaid, and opposite the City of Atchison, in Atchison County, in the Territory of Kansas.”

ORGANIZATION

Organized at Weston, Missouri, April 2, 1859, when the directors named in the Articles of Association met and elected officers.

TERMINI AND DESCRIPTION

For the description of the railroad built under the charter granted to this company and completed by the Platte County Railroad Company under a contract and conditional deed dated July 19, 1859, between this company and Davis Carpenter, Jr. (who acted as agent for the Platte County Railroad Company), see “Termini and Description,” Platte County Railroad Company.

CONSTRUCTION

Construction on this company's line was commenced in the spring of 1858. By July 18, 1859, the right of way from Winthrop [East Atchison] to Weston had been acquired and the grade and bridges prepared for the track.

Of date July 18, 1859, this company executed a conditional deed to the Platte County Railroad Company (who acted in this transaction through Davis Carpenter, Jr.) whereby the Platte County Railroad Company completed this company's line from Winthrop southerly to Weston, the said line being finished and opened for traffic April 1, 1861.

OPERATION

As the several sections of this company's line were completed by the Platte County Railroad Company they were placed in operation by Davis Carpenter, Jr., construction contractor; entire line from Savannah to Weston was operated from April 1, 1861, until March 23, 1863, by the Platte County Railroad Company under the contract and deed of July 19, 1859; operated from March 23, 1863, until August 11, 1864, by the Platte Country Railroad Company, successor by change of

name to the Platte County Railroad Company, and under said contract and deed of July 19, 1859; operated from August 11, 1864, until April 21, 1866, by the Weston and Atchison Rail Road Company; operated from April 21, 1866, until August 19, 1866, by the State of Missouri; operated from August 19, 1866, until April 5, 1867, by the Weston and Atchison Rail Road Company and jointly with the railroad of the Atchison and Saint Joseph Railroad Company; for operation after April 5, 1867, see "Operation," Missouri Valley Railroad Company, consolidated company.

CONTEST WITH THE STATE OF MISSOURI

For a statement of the contest between the State of Missouri and the Platte Country Railroad Company (successor by change of name to the Platte County Railroad Company) rising out of the failure of the Platte Country Railroad Company to pay the interest on state aid bonds and in which contest the title of the Weston and Atchison Rail Road Company to its road from Winthrop [East Atchison] to Weston was placed in controversy, see "Contest with the State of Missouri," Platte County Railroad Company.

Of date August 10, 1864, the directors of this company repudiated the contract and deed of July 18, 1859, between this company and Davis Carpenter, Jr. (agent of the Platte County Railroad Company), and demanded that possession of this company's line from Winthrop [East Atchison] to Weston be restored. Of date August 11, 1864, before the sale by the State of Missouri under the act of February 12, 1864, had taken place, the Platte Country Railroad Company, as successor to the Platte County Railroad Company, surrendered to the Weston and Atchison Rail Road Company the railroad built under the last named company's charter extending from Winthrop [East Atchison] to Weston. The State of Missouri, claiming to be the purchaser of this company's road at the sale of September 12, 1864 (had in pursuance of the Act of February 12, 1864), instituted proceedings in the Circuit Court of Buchanan County, Missouri (afterwards transferred to the Circuit Court of De Kalb County), to test the validity of the proceedings as above set out.

In pursuance of a Compromise Act, approved by the Missouri Legislature, February 18, 1865 (accepted by this company, March 7, 1865), title to the railroad built under the charter granted to this company was confirmed in said company, and the State dismissed the proceedings instituted by it in the Buchanan County Circuit Court. By said Compromise Act this company became the owner of an undivided one-half interest in the Platte Country Railroad, extending from St. Joseph northerly to and beyond Savannah, Missouri.

For a statement of the subsequent controversy with the State of Missouri, beginning on April 21, 1866, and occasioned by the alleged failure of this company to fulfil its obligations under said Compromise

Act of February 18, 1865, see "Contest with the State of Missouri" (paragraph 4), Atchison and Saint Joseph Railroad Company.

MERGER

By a Special Act of the Missouri Legislature, approved March 8, 1867, the properties of this company were on April 5, 1867, merged with the Missouri Valley Railroad Company (formerly the Atchison and Saint Joseph Railroad Company).

VI

Council Bluffs and St. Joseph Rail Road Company

INCORPORATION

Incorporated under the general laws of Iowa. Articles filed with the Secretary of State for Iowa, July 2, 1858.

Article I provided for the construction of a railroad between the following points, to wit:

" . . . from Council Bluffs to some point on the Missouri State line to connect with a railroad from St. Joseph to said line. . . ."

ORGANIZATION

The record books of this company are not available, and it is impossible to give the date of its organization. The Articles of Incorporation provided that the company was to commence on May 18, 1858.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Union Pacific Railroad at Council Bluffs, Iowa, thence southerly to a connection with the St. Joseph and Council Bluffs Rail Road at the Iowa-Missouri State line south of Hamburg, Iowa, a total distance (first main) of 51.07 miles, all in Iowa.

BRANCH LINE: From a connection with the main line above described at Payne, Iowa, thence westerly to East Nebraska City, Iowa, total distance (first main) of 2.35 miles, all in Iowa.

Total mileage, 53.42 miles.

CONSTRUCTION

Construction on the main line commenced at Council Bluffs on November 6, 1859, and prior to April, 1861 (when construction work was suspended on account of Civil War), the line was graded and ready for the iron to the south line of Mills County, Iowa.

Construction was resumed in the late fall of 1865, and on January 15, 1867, the road was completed to Bartlett, and completed to the Iowa-Missouri State line, December 30, 1867, and soon thereafter was opened for traffic.

The branch line from Payne to East Nebraska City was built during 1867.

OPERATION

This company operated the railroad it constructed from the date of the completion of the several sections thereof (as set out under "Construction"), and until April 7, 1869. For operation after April 7, 1869, see "Operation," St. Joseph & Council Bluffs Rail Road Company, Consolidated Company.

CONSOLIDATION

By Articles of Consolidation, dated April 7, 1869, this company consolidated with The St. Joseph & Council Bluffs Rail Road Company, the consolidation corporation taking the name, St. Joseph & Council Bluffs Rail Road Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of April 7, 1869, to maintain the separate corporate existence of this company.

VII

The St. Joseph & Council Bluffs Rail Road Company

(ORIGINAL COMPANY)

INCORPORATION

Incorporated under the general laws of Missouri by articles dated July 11, 1867, and filed with the Secretary of State for Missouri, July 16, 1867.

Said articles provided for a railroad between the following points, to wit:

". . . (from) St. Joseph, in Buchanan County, and run in a northwesterly direction through Buchanan, Andrew, Holt and Atchison Counties to a point on the northern boundary of the State of Missouri where the railroad is now in process of construction from Council Bluffs to the said boundary line, shall terminate, . . ."

ORGANIZATION

Organized at St. Joseph, Missouri, August 30, 1867, when the directors in the Articles of Association met and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE: From St. Joseph, Missouri, northwesterly to a connection with the Council Bluffs and St. Joseph Rail Road at the Iowa-Missouri State line, a distance (first main) of 80.93 miles, all in Missouri.

CONSTRUCTION

There is nothing of record to show when construction of this line commenced, but it was completed to the Iowa State line in August of 1868, and shortly thereafter (in conjunction with the road of the Council Bluffs and St. Joseph Rail Road Company) through train service was inaugurated between Council Bluffs and St. Joseph.

OPERATION

This company operated its line jointly with that of the Council Bluffs and St. Joseph Rail Road from August, 1868, until April 7, 1869. For operation after last named date, see "Operation," St. Joseph & Council Bluffs Rail Road Company (consolidated company).

CONSOLIDATION

By articles of consolidation, dated April 7, 1869 (approved by stockholders, April 7, 1869), this company consolidated with the Council Bluffs and St. Joseph Rail Road Company, the consolidated company taking the name, St. Joseph & Council Bluffs Rail Road Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of April 7, 1869, to maintain the separate corporate existence of this company.

VIII

St. Joseph & Council Bluffs Rail Road Company (CONSOLIDATED COMPANY)

INCORPORATION

Formed by consolidation (effective April 7, 1869) between the Council Bluffs and St. Joseph Rail Road Company and The St. Joseph & Council Bluffs Rail Road Company, the said articles of consolidation being filed with the Secretary of State for Missouri, May 1, 1869, and with the Secretary of State for Iowa, July 5, 1870.

The articles of consolidation provided as follows, to wit:

" . . . (this corporation is) endowed with all the privileges and rights secured . . . by the laws of both the said states within which the said consolidated road is situated and which shall own the said road and operate, manage and control the same by virtue of and under the laws of said states and these articles of consolidation"

ORGANIZATION

The record book of this company does not contain the proceedings wherein the company organized.

TERMINI AND DESCRIPTION

By consolidation of April 7, 1869, this company became the owner of the following railroad:

MAIN LINE: From St. Joseph, Missouri, northerly to Council Bluffs, Iowa, a distance (first main) of 132 miles: 80.93 miles in Missouri and 51.07 miles in Iowa.

BRANCH LINE: From a connection with the main line above described at Payne, Iowa, thence westerly to East Nebraska City, Iowa, a distance (first main) of 2.35 miles, all in Iowa.

Total mileage, 134.35 miles: 53.42 miles in Iowa and 80.93 miles in Missouri.

CONSTRUCTION

This company did not build any main line mileage. For construction of the line it acquired by virtue of consolidation of April 7, 1869, see "Construction," Council Bluffs and St. Joseph Rail Road Company and The St. Joseph & Council Bluffs Rail Road Company.

OPERATION

This company operated its line from April 7, 1869, until May 19, 1870. For operation after May 19, 1870, see "Operation," Kansas City, St. Joseph and Council Bluffs Railroad Company.

CONSOLIDATION

By articles of consolidation, effective May 19, 1870 (approved by stockholders of this company, May 7, 1870), this company consolidated with the Missouri Valley Railroad Company under the name, Kansas City, St. Joseph and Council Bluffs Railroad Company, said consolidation being pursuant to a Special Act of the Missouri Legislature, approved March 24, 1870, and adopted by this company, May 7, 1870.

CORPORATE EXISTENCE

No effort was made after the consolidation of May 19, 1870, to maintain the separate corporate existence of this company.

IX

Nodaway Valley Railroad Company

INCORPORATION

Incorporated under the general laws of Missouri by Articles of Association executed August 28, 1879, and filed with the Secretary of State for Missouri, August 30, 1879.

Article 3 provided as follows, to wit:

" . . . from a point on the Kansas City, St. Joseph and Council Bluffs Railroad at or near the town of Bigelow, in the County of Holt, in the State of Missouri, to a point on the line of the Council Bluffs and St. Louis Railroad in section sixteen (16), township sixty-five (65), Range thirty-seven (37), in Nodaway County, in the State of Missouri."

ORGANIZATION

Organized at St. Joseph, Missouri, March 9, 1880, when the directors named in the Articles of Association met and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Kansas City, St. Joseph and Council Bluffs Railroad at Bigelow, Missouri, thence northeasterly to a connection with the Brownville and Nodaway Valley Railroad (C. B. & Q. R. R.) at Burlington Junction, Missouri, a distance (first main) of 31.54 miles, all in Missouri.

CONSTRUCTION

Construction commenced in the fall of 1879 and the road was completed and opened for traffic as follows: from Bigelow to Mound City, 3.24 miles, July 10, 1880; to Maitland, 10.90 miles, July 28, 1880; to Burlington Junction, 17.40 miles, September 6, 1880.

OPERATION

This company did not operate any portion of the railroad it constructed, but said road was operated from the date of its completion (September 6, 1880) until August 15, 1900, by the Kansas City, St. Joseph and Council Bluffs Railroad Company as lessee; operated from August 15, 1900, by the last named company as owner by deed; for operation after January 1, 1901, see "Operation," Kansas City, St. Joseph and Council Bluffs Railroad Company.

LEASE TO K. C., ST. J. & C. B. R. R. CO.

Of date May 1, 1880 (effective upon the completion of the road), the Nodaway Valley Railroad Company leased all of its railroad, built and to be built, for 999 years, to the Kansas City, St. Joseph and Council Bluffs Railroad Company.

DEED TO K. C., ST. J. & C. B. R. R. CO.

By deed dated August 15, 1900, this company conveyed to the Kansas City, St. Joseph and Council Bluffs Railroad Company all of its railroad property and franchises, described as follows, to wit:

" . . . extending from Bigelow, in a northeasterly direction to Burlington Junction, in the State of Missouri, a distance of about thirty-one and fifty-four hundredths (31.54) miles; . . . "

CORPORATE EXISTENCE

This company is still in existence but inactive.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

X

Tarkio Valley Railroad Company

INCORPORATION

Incorporated under the general laws of Missouri by Articles of Association executed March 17, 1880, and filed with the Secretary of State of Missouri, April 10, 1880, and with the Secretary of State for Iowa, May 14, 1880.

Article third provided as follows, to wit:

"The road to be constructed by the said company shall be from a point on the Kansas City, St. Joseph and Council Bluffs Railroad at or near the Town

of Corning, in the County of Holt, in the State of Missouri, to a point on the north line of the State of Missouri, in section thirty-one (31), township sixty-seven (67), Range thirty-nine (39), in Atchison County, State of Missouri."

ORGANIZATION

Organized at Kansas City, Missouri, April 28, 1880, when the incorporators met and transacted business.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Kansas City, St. Joseph and Council Bluffs Railroad at Corning, Missouri, thence northeasterly to a connection with the Clarinda, College Springs and Southwestern Railroad (C. B. & Q.) at a point 1.93 miles north of Northboro, Iowa, a total distance (first main) of 29.53 miles; 25.43 miles in Missouri and 4.10 miles in Iowa.

CONSTRUCTION

Construction commenced in the spring of 1880 and the road was completed and opened for traffic as follows: from Corning to Fairfax, 7.60 miles, September 15, 1881; to Tarkio, 7.30 miles, October 30, 1881; and to a connection with the Clarinda, College Springs and Southwestern, north of Northboro, Iowa, 14.63 miles, January 17, 1882.

OPERATION

This company did not operate any portion of the line it completed, but the said line was operated from the date of its completion and until August 15, 1900, by the Kansas City, St. Joseph and Council Bluffs Railroad Company, as lessee; operated from August 15, 1900, until January 1, 1901, by the Kansas City, St. Joseph and Council Bluffs Railroad Company as owner by deed; for operation after January 1, 1901, see "Operation," Kansas City, St. Joseph and Council Bluffs Railroad Company.

LEASE TO K. C., ST. J. & C. B. R. R. CO.

Of date May 1, 1880 (effective upon the completion of the railroad), the Tarkio Valley Railroad Company leased all of its line, built and to be built, for 999 years, to the Kansas City, St. Joseph and Council Bluffs Railroad Company.

DEED TO K. C., ST. J. & C. B. R. R. CO.

By deed dated August 15, 1900, this company conveyed to the Kansas City, St. Joseph and Council Bluffs Railroad Company all of its property and franchises, described as follows, to wit:

" . . . from Corning, in the State of Missouri, in a northeasterly direction to a junction with the railroad of the Clarinda, College Springs and Southwestern Railroad Company near Northboro, in the State of Iowa, a distance of about twenty-nine and fifty-three hundredths (29.53) miles; . . ."

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

XI

Kansas City, St. Joseph and Council Bluffs Railroad Company

INCORPORATION

Formed by consolidation under authority of Act of Missouri Legislature, approved March 24, 1870, between the Missouri Valley Railroad Company and St. Joseph & Council Bluffs Rail Road Company by Articles dated and effective May 19, 1870, and filed with the Secretary of State for Missouri on July 11, 1870.

By certificate filed with the Secretary of State for Missouri, July 7, 1890, in pursuance of the provisions of the General Law of Missouri relating to Private Corporations (Section 707, Article I, Chapter 21, Revised Statutes), and in pursuance of a resolution adopted by the stockholders of said company on March 5, 1890, the corporate existence of the Kansas City, St. Joseph and Council Bluffs Railroad Company was extended and continued for the period of 999 years, from July 11, 1870.

ORGANIZATION

The record book of this company, containing the proceedings wherein it was organized, is not available, and it is impossible to state definitely when organization was effected, but the assumption is that the company was organized May 19, 1870.

TERMINI AND DESCRIPTION

By the consolidation of May 19, 1870, this company became owner of the following railroad (mileage changed from original construction by relocations):

MAIN LINE: From a connection with the Hannibal and St. Joseph Railroad at North Kansas City (Harlem), Missouri, northerly via St. Joseph to a connection with the Union Pacific Railroad at Council Bluffs, Iowa, a distance (first main) of 196 miles: 50 miles in Iowa and 146 miles in Missouri. (Access gained to Kansas City by trackage rights.)

BRANCH LINE: From a connection with the main line above described near Amazonia, Missouri (see Abandonment of Original Line, St. Joseph to Savannah), thence northeasterly to Maryville, Missouri, a distance (first main) of 44 miles, all in Missouri.

BRANCH LINE: From a connection with the main line first above described at Payne (Nebraska City Junction), Iowa, thence westerly to a connection with the Nebraska Railway (C. B. & Q.) at East Nebraska City (Crosby), Iowa, a distance (first main) of 1.5 miles.

Total mileage acquired by consolidation, 241.5 miles: 51.5 miles in Iowa and 190 miles in Missouri.

ACQUISITIONS BY PURCHASE

MAIN LINE: (Tarkio Valley Railroad). From a connection with this company's main line at Corning, Missouri, thence northeasterly to a connection with the Clarinda, College Springs and Southwestern Railroad (C. B. & Q.) 1.93 miles north of Northboro, Iowa, a distance (first main) of 29.5 miles: 25.5 miles in Missouri and 4 miles in Iowa.

MAIN LINE: (Nodaway Valley Railroad). From a connection with this company's main line at Bigelow, Missouri, thence northeasterly to a connection with the Brownville and Nodaway Railroad (C. B. & Q.) at Burlington Junction, Missouri, a distance (first main) of 31.5 miles, all in Missouri.

BRANCH LINE: In March, 1871, purchased from Burlington and Missouri River Railroad Company 5 miles, North and South of Eastport, Iowa (now extinct), and that part not used in the branch to East Nebraska City (4.5 miles) was abandoned.

ACQUISITIONS BY CONSTRUCTION

BRANCH LINE EXTENSION: From the terminus of the Missouri Valley Railroad at Maryville, Missouri, northerly to the Iowa-Missouri State line north of Hopkins, Missouri, a distance (first main) of 16 miles, all in Missouri.

(NOTE.— The line Hopkins to the Iowa-Missouri State Line (2 miles) was leased to the Burlington and Missouri River Railroad Company in August, 1872.)

BRANCH LINE: From a connection with this company's line at Armour, Missouri, thence northerly to a connection with the Atchison Bridge tracks at East Atchison, Missouri, a distance (first main) of 3.5 miles. (This branch line was built to take the place of the original main line washed away by the Missouri River, and in connection with this line and by trackage contracts covering 2 miles, this company operates its trains into Atchison, Kansas.)

BRANCH LINE: From a connection with this company's line at East Leavenworth, thence westerly to a connection with the C. R. I. & P. R. R. at Stillings, Missouri, a distance (first main) of 1 mile.

ABANDONMENT OF ORIGINAL LINE, ST. JOSEPH TO SAVANNAH

CONNECTING LINE: From a connection with this company's main line at Amazonia, thence northerly to a connection with this company's

line near mile post 6, near Savannah, Missouri, a distance (first main) of 6 miles. (This line was built as a cut-off between the Council Bluffs-St. Joseph main line and the Savannah-Hopkins branch line, and was built so that the original line built by the Platte County Railroad from a point near mile post 6 to St. Joseph, Missouri, might be abandoned.) The line St. Joseph, Missouri, to Savannah, Missouri (17 miles), was abandoned in 1872.

Total mileage, 311.5 miles: 56 miles in Iowa and 255.5 miles in Missouri.

CONSTRUCTION

The branch line extension from Maryville to the Missouri-Iowa State line north of Hopkins was built during 1870, being completed and opened for traffic in the fall of that year.

The connecting line from Amazonia to near Savannah was built during 1872.

Branch line from East Leavenworth to Stillings, Missouri, was built during 1892.

Branch line from Armour to East Atchison built during 1898.

For the construction of the various lines acquired by this company by virtue of the consolidation of May 19, 1870, see "Construction," Missouri Valley Railroad Company and St. Joseph & Council Bluffs Rail Road Company: For construction of the lines acquired by it by purchase, see "Construction," Tarkio Valley Railroad Company and Nodaway Valley Railroad Company.

OPERATION

This company operated all of the mileage acquired or constructed by it (except that portion of its line from Hopkins to Iowa-Missouri State line, 1.86 miles, which was leased to the Burlington and Missouri River Railroad Company, an Iowa corporation, on August 14, 1872, and thereafter operated by said company or its successor, the Chicago, Burlington & Quincy Railroad Company), and in addition operated the railroad built by the St. Joseph and Nebraska Railroad Company (leased to this company for 99 years, August 30, 1882) until July 1, 1900: all lines operated from July 1, 1900, until January 1, 1901, by the Chicago, Burlington & Quincy Railroad Company as lessee: all lines operated since January 1, 1901, by the Burlington Company as owner by deed.

ACQUISITIONS BY DEED

By lease dated May 1, 1880, and deed dated August 15, 1900, this company acquired the railroad built under the charter granted to the Tarkio Valley Railroad Company and extending from Corning, Missouri, to Northboro, Iowa, a distance of 29.53 miles. (See separate history of Tarkio Valley Railroad Company.)

By lease dated May 1, 1880, and deed dated August 15, 1900, this company acquired the railroad constructed under the charter granted to the Nodaway Valley Railroad Company and extending from Bigelow, Missouri, northeasterly to Burlington Junction, Missouri, a distance of 31.54 miles. (See separate corporate history of Nodaway Valley Railroad Company.)

LEASEHOLD INTEREST IN THE ST. J. & N. R. R.

By lease for 99 years dated August 30, 1882, and effective upon the completion of the railroad, this company acquired possession of the line built under the charter granted to the St. Joseph and Nebraska Railroad Company and operated that company's line (extending from Napier to the east bank of the Missouri River, opposite Rulo, Nebraska) from the date of completion of said road (January 29, 1883) until October 1, 1887, when said lease was cancelled by mutual consent. (See separate history of St. Joseph and Nebraska Railroad Company, page 308.)

LEASE TO B. & M. R. R. R. (Iowa)

Of date August 14, 1872, this company leased that part of its branch road extending from Hopkins, Missouri to the Iowa-Missouri State Line (about 2 miles), in perpetuity, to the Burlington and Missouri River Railroad Company.

LEASE TO C. B. & Q.

Of date July 1, 1900, this company leased all of its railroad property and franchises, for 25 years, to the Chicago, Burlington & Quincy Railroad Company, pursuant to purchase of stock control April 17, 1880.

DEED TO C. B. & Q.

By deed dated January 1, 1901, the Kansas City, St. Joseph and Council Bluffs Railroad Company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its railroad property and franchises, described as follows, to wit:

" Its certain railroad, beginning at Council Bluffs, in Pottawattamie County, Iowa, thence extending southerly to Harlem, in Clay County, Missouri, a distance of about one hundred eighty-nine and thirty-seven hundredths (189.37) miles;

Also a branch extending from Amazonia, in Andrew County, Missouri, northerly to the State line between Iowa and Missouri, north of Hopkins, in Nodaway County, Missouri, to a connection with the Creston Branch of the Burlington & Missouri River Railroad, a distance of about fifty and forty-four hundredths (50.44) miles;

Also a branch extending from Corning, in Holt County, Missouri, to a point near Northboro, in Page County, Iowa, where it connects with the railroad of the Clarinda, College Springs and South-Western Rail Road Company, a distance of about twenty-nine and fifty-four hundredths (29.54) miles;

Also a branch extending from Bigelow, in Holt County, Missouri, to Burlington Junction, in Nodaway County, Missouri, to a connection with the railroad of the Brownville and Nodaway Valley Railway Company, a distance of about thirty-one and fifty-four hundredths (31.54) miles;

Also a branch extending from Armour to Winthrop, both in Buchanan County, Missouri, a distance of about two and ninety-six hundredths (2.96) miles;

Also a branch extending from Nebraska City Junction to Crosby, both in Fremont County, Iowa, a distance of about three and sixty-five hundredths (3.65) miles;

Also a branch extending from East Leavenworth to the Leavenworth Terminal Railway and Bridge Company's tracks, all in Platte County, Missouri, a distance of about one (1) mile.

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

Such records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

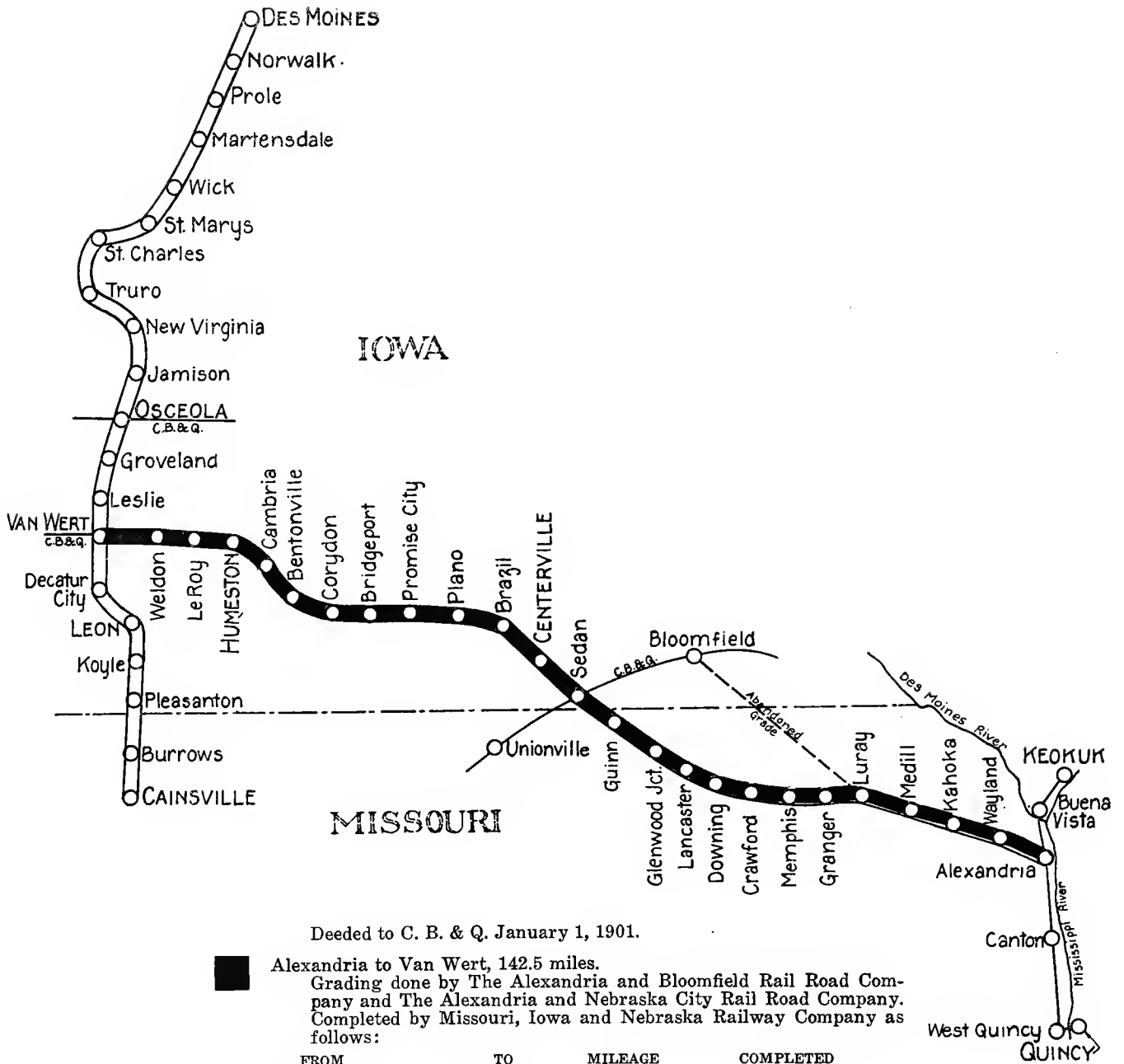
CHAIN OF TITLE

- (1) Platte County Railroad Company, incorporated under Special Act of the Missouri Legislature, approved February 24, 1853.
- (2) Atchison and Saint Joseph Railroad Company, incorporated under Special Act of the Missouri Legislature, approved December 11, 1855.
- (3) Weston and Atchison Rail Road Company, incorporated under the General Railroad Law of Missouri by Articles dated and effective March 30, 1859.
- (4) Conditional deed from Atchison and Saint Joseph Railroad Company to Platte County Railroad Company (Davis Carpenter, Jr.), dated July 19, 1859, conveying to said Platte County Railroad Company the right of way, grading and other property of the Atchison and Saint Joseph Railroad Company.
- (5) Conditional conveyance from Weston and Atchison Rail Road Company to Platte County Railroad Company (Davis Carpenter, Jr.), dated July 18, 1859, conveying to Platte County Railroad Company right of way, grading and other property of the Weston and Atchison Rail Road Company.
- (6) By change of name pursuant to a Special Act of the Missouri Legislature, approved March 23, 1863, name of Platte County Railroad Company changed to, Platte Country Railroad Company.
- (7) Platte Country Railroad Company ordered sold by Act of the Missouri Legislature, approved February 12, 1864, because of default in payment of interest on state aid bonds.

- (8) Possession of the railroad built by Platte County Railroad Company (Platte Country Railroad Company), under charter granted to Atchison and Saint Joseph Railroad Company surrendered to said last named company, August 11, 1864.
- (9) Possession of the railroad built by the Platte County Railroad Company (Platte Country Railroad Company), under charter granted to Weston and Atchison Rail Road Company, surrendered to said last named company August 11, 1864.
- (10) Sale of Platte Country Railroad, of date September 5, 1864, under provisions of Special Act of Missouri Legislature, approved February 12, 1864, by the Governor of Missouri, to the State of Missouri.
- (11) Surrender by the State of Missouri to the Weston and Atchison Rail Road Company and to Atchison and Saint Joseph Railroad Company of their respective portions of the railroad from St. Joseph to Weston and to said railroad companies jointly of the railroad from St. Joseph to Savannah, Missouri, in pursuance of Compromise Act of Missouri Legislature, approved February 18, 1865, and the acceptance of said Act by said railroad companies.
- (12) Seizure by the State of Missouri of the railroad belonging to the Atchison and Saint Joseph Railroad Company and Weston and Atchison Rail Road Company on April 21, 1866, made for alleged failure of said railroad companies to fulfil their obligation under State Compromise Act of February 18, 1865.
- (13) Possession of the railroad from Savannah to Weston, Missouri, restored by the State of Missouri to the Weston and Atchison Rail Road Company and Atchison and Saint Joseph Railroad Company, of date August 19, 1866, said companies having fully complied with provisions of said Compromise Act of February 18, 1865.
- (14) By change of name, Atchison and Saint Joseph Railroad Company became Missouri Valley Railroad Company, under provision of Special Act of Missouri Legislature, in force March 8, 1867, and adopted by the stockholders of said railroad company, April 5, 1867.
- (15) Merger of the Weston and Atchison Rail Road Company into the Missouri Valley Railroad Company, in pursuance of Special Act of the Missouri Legislature, in force March 8, 1867.
- (16) Council Bluffs and St. Joseph Rail Road Company, incorporated under the General Laws of Iowa by Articles dated May 18, 1858.
- (17) The St. Joseph & Council Bluffs Rail Road Company, incorporated under the General Laws of Missouri by Articles dated July 11, 1867.

- (18) Consolidation of the Council Bluffs and St. Joseph Rail Road Company and The St. Joseph & Council Bluffs Rail Road Company, under the name, St. Joseph & Council Bluffs Rail Road Company, by Articles of Consolidation dated April 7, 1869.
- (19) Consolidation of the St. Joseph & Council Bluffs Rail Road Company and the Missouri Valley Railroad Company, under the name, Kansas City, St. Joseph and Council Bluffs Railroad Company, by Articles dated May 19, 1870.
- (20) Tarkio Valley Railroad Company, incorporated under the General Laws of Missouri by Articles dated March 17, 1880.
- (21) Lease from the Tarkio Valley Railroad Company to the Kansas City, St. Joseph and Council Bluffs Railroad Company, of date May 1, 1880, for the term of 999 years.
- (22) Deed from the Tarkio Valley Railroad Company to the Kansas City, St. Joseph and Council Bluffs Railroad Company, of date August 15, 1900.
- (23) Nodaway Valley Railroad Company, incorporated under the General Laws of the State of Missouri by Articles dated August 28, 1879.
- (24) Lease from the Nodaway Valley Railroad Company to the Kansas City, St. Joseph and Council Bluffs Railroad Company, of date May 1, 1880, for the term of 999 years.
- (25) Deed from the Nodaway Valley Railroad Company to the Kansas City, St. Joseph and Council Bluffs Railroad Company, of date August 15, 1900.
- (26) Lease from the Kansas City, St. Joseph and Council Bluffs Railroad Company to the Chicago, Burlington & Quincy Railroad Company, of date August 15, 1900, to take effect July 1, 1900, for the term of twenty-five years.
- (27) Deed from the Kansas City, St. Joseph and Council Bluffs Railroad Company to the Chicago, Burlington & Quincy Railroad Company, dated January 1, 1901.

Keokuk and Western Railroad



Deeded to C. B. & Q. January 1, 1901.

Alexandria to Van Wert, 142.5 miles.
 Grading done by The Alexandria and Bloomfield Rail Road Company and The Alexandria and Nebraska City Rail Road Company.
 Completed by Missouri, Iowa and Nebraska Railway Company as follows:

FROM	TO	MILEAGE	COMPLETED
Alexandria	Memphis	39.8	September 11, 1871.
	Lancaster	20.6	May 17, 1872.
	Centerville	23.9	December 3, 1872.
	Corydon	28.1	August, 1876.
	Humeston	13.1	Summer, 1880.
	Van Wert	17	Fall, 1880.

Des Moines to Cainsville, 110.5 miles.

Completed by Des Moines, Osceola and Southern Rail Road Company as follows:

FROM	TO	MILEAGE	COMPLETED
Osceola	New Virginia	11.18	October 3, 1881.
	Truro	10.62	December, 1881.
	St. Charles	6.88	February, 1882.
	St. Mary's	4.06	April, 1882.
	Prole	7.57	August, 1882.
	Norwalk	6.42	1882.
	Des Moines	10.71	Late fall, 1882.
Osceola	Groveland	4.31	September, 1881.
	Leslie	2.56	October 20, 1882.
	Decatur City	15.37	January, 1883.
	Leon	6.12	October, 1883.
	Cainsville	24.70	December 4, 1884.

This line widened to standard gauge October 24, 1897.

Keokuk and Western Railroad Company

- I—THE ALEXANDRIA AND BLOOMFIELD RAIL ROAD COMPANY
- II—THE ALEXANDRIA AND NEBRASKA CITY RAIL ROAD COMPANY
- III—IOWA SOUTHERN RAILWAY COMPANY
- IV—MISSOURI, IOWA AND NEBRASKA RAILWAY COMPANY
- V—DES MOINES, OSCEOLA AND SOUTHERN RAIL ROAD
- VI—DES MOINES & KANSAS CITY RAILWAY COMPANY
- VII—KEOKUK AND WESTERN RAILROAD COMPANY

I

The Alexandria and Bloomfield Rail Road Company

INCORPORATION

Incorporated by Special Act of the Missouri Legislature, in force February 9, 1857.

By Article 8 the company was authorized to construct a railroad:

“ . . . from the City of Alexandria, in the County of Clark, in the direction of Bloomfield, in the State of Iowa, to such points on the northern boundary line of the State of Missouri as shall be agreed upon by the said company and a company authorized on the part of the State of Iowa to construct a railroad to intersect the road authorized to be constructed by the provisions of this act at the most practicable point on the said state line, and for that purpose may hold a strip of land not exceeding one hundred feet wide and may also hold sufficient lands for the construction of depots, warehouses and water stations: and may select such route as may be deemed most advantageous.”

ORGANIZATION

Organized at Alexandria, Missouri, September 17, 1864, by election of directors.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build, but, in 1864, it acquired a right-of-way and constructed a grade thereon along a part of the line of its proposed railroad from Alexandria westerly to Luray, thence northwesterly towards the Iowa-Missouri State line, in the direction of Bloomfield, Iowa.

That part of the grade constructed by this company from Luray northwesterly towards Bloomfield was not used by the successor of this company.

CHANGE OF NAME

By Special Act of the Missouri Legislature, in force February 19, 1866, and in pursuance of a resolution adopted by this company of

date August 25, 1866, accepting the provisions of said Act, the name of this company was changed to, The Alexandria and Nebraska City Rail Road Company.

II

The Alexandria and Nebraska City Rail Road Company

Formed by change of name under the provisions of a Special Act of the Missouri Legislature, approved February 19, 1866, having formerly been, The Alexandria and Bloomfield Rail Road Company.

ORGANIZATION

Resolution accepting provisions of the Act of the Missouri Legislature in force February 19, 1866, adopted August 25, 1866. The officers and directors of The Alexandria and Bloomfield Rail Road Company retained their respective offices.

CONSTRUCTION

This company continued the construction work commenced by The Alexandria and Bloomfield Rail Road Company and completed a large portion of the grade from Alexandria, Missouri, to the Iowa-Missouri State line, in the direction of Bloomfield, Iowa.

CONSOLIDATION

By articles of consolidation dated March 26, 1870 (approved by directors and stockholders of this company May 2, 1870), this company consolidated with the Iowa Southern Railway Company, an Iowa corporation, the consolidated company taking the name, Missouri, Iowa and Nebraska Railway Company.

III

Iowa Southern Railway Company

INCORPORATION

Incorporated under the general laws of Iowa by articles executed August 3, 1866, and filed with the Secretary of State for Iowa, February 25, 1868.

Article 2 provided (inter alia) for the following railroad:

“ . . . commencing at the western terminus of The Alexandria and Bloomfield Rail Road, located in the State of Missouri, and running thence to Bloomfield, Iowa; and from Bloomfield, Iowa, said road is to be a single line running west (via Centerville, in Appanoose County) through the southern tier of counties in the State of Iowa, to a point on the Missouri River, west of Centerville, Iowa. . . .”

ORGANIZATION

Organized at Bloomfield, Iowa, August 3, 1866, when the directors named in the articles of incorporation met and transacted business.

CONSTRUCTION

This company acquired a right-to-way and constructed a grade from Bloomfield southeasterly towards the Iowa-Missouri State line, where a connection was to be made with The Alexandria and Nebraska City Rail Road, and it also acquired a right-of-way for, and partially constructed, a grade from Bloomfield, Iowa, westerly in the direction of Centerville. No part of this grade was ever used by this company or its successor by consolidation, the Missouri, Iowa and Nebraska Railway Company, and all of this grade was subsequently abandoned.

CONSOLIDATION

By articles of consolidation dated March 26, 1870 (approved by stockholders of this company, April 23, 1870), this company consolidated with The Alexandria and Nebraska City Rail Road Company, the consolidated corporation taking the name, Missouri, Iowa and Nebraska Railway Company.

IV

Missouri, Iowa and Nebraska Railway Company

Formed by consolidation of The Alexandria and Nebraska City Rail Road Company and the Iowa Southern Railway Company, the articles of consolidation being dated March 26, 1870.

Article 13 provided as follows, to wit:

"The line of the consolidated railway shall extend continuously from the City of Alexandria, Clark County, Missouri, on the Mississippi River, its eastern terminus, the same as now located and partially graded, to Centerville, in Appanoose County, Iowa, thence west to the Missouri River, as contemplated by the charter of the Iowa Southern Railway Company. . . ."

ORGANIZATION

The directors named in the articles of consolidation met at Centerville, Iowa, May 5, 1870, and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE: From Alexandria, Missouri, northwesterly through Missouri and Iowa to Van Wert, Iowa, a distance (first main) of 142.45 miles; approximately 72.79 miles in Iowa and 69.66 miles in Missouri. (See "Humeston-Van Wert line" this Company.)

This company also owned an undivided one-half interest in the

bridge and approaches thereto across the Des Moines River near Buena Vista, Iowa, the other half interest being owned by the St. Louis, Keokuk and Northwestern Railway Company. By the terms of an operating contract with the last named company and with the Des Moines Valley Railroad Company (Chicago, Rock Island and Pacific Railway), this company operated its trains from Alexandria, Missouri, to Keokuk, Iowa.

This company also owned terminal facilities in Keokuk, including side tracks (2.3 miles) and other property.

This company built a line from Centerville, Iowa, through Moravia to Albia, Iowa, a distance of approximately 24 miles, in the name of the Centerville, Moravia and Albia Railroad Company. No portion of this line was owned by the successor of this company, Keokuk and Western Railroad Company, nor is any part of it at this time owned by the Burlington Company.

CONSTRUCTION

The work of building the grade for the railroad which was completed by this company had been commenced in the fall of 1864 by The Alexandria and Bloomfield Rail Road Company and was carried on by the Alexandria and Nebraska City Rail Road Company, and at the time of the formation of the Missouri, Iowa and Nebraska Railway Company the grade from Alexandria to Luray, Missouri, had been practically completed.

Track laying commenced at Alexandria early in 1871 and the road was completed and placed in operation to Memphis, Missouri, 39.8 miles, September 11, 1871; to Lancaster, 20.6 miles, May 17, 1872, and to Centerville, 23.9 miles, December 3, 1872.

In 1875 work was commenced on main line extension from Centerville to Corydon, 28.1 miles, and was completed and placed in operation in August, 1876.

The main line extension from Corydon westerly to Van Wert was commenced in 1879 and the road was completed and opened for traffic to Humeston, 13.1 miles, in the summer of 1880, and to Van Wert, 16.95 miles, in the fall of 1880.

HUMESTON-VAN WERT LINE

This part of the railroad, built by the Missouri, Iowa and Nebraska Railway Company, was operated by the Humeston and Shenandoah Railroad Company from April 1, 1881, until October 7, 1886, under an agreement calling for a conveyance to the last named company. As this part of the line was covered by the Missouri, Iowa and Nebraska Railway Company's mortgage of 1870 a good title could not be conveyed. Under the supplemental foreclosure proceedings instituted in 1886 (particularly set out hereinafter under "Foreclosure of

Trust Deeds'') this part of the line was ordered sold. Possession was delivered to Thomas Thacher, Receiver of the Missouri, Iowa and Nebraska, on October 7, 1886, and the road was sold and conveyed to Thacher and Jesup, Trustees, by Master's deed, dated August 19, 1886. Since the last named date it has been an integral part of the Keokuk and Western Railroad.

OPERATION

This company operated its line extending from Alexandria to Van Wert from the date of the completion of the several parts thereof and until October 1, 1880; entire line operated from October 1, 1880, until April 1, 1881, by the Wabash, St. Louis and Pacific Railway Company as lessee; that part of the line from Humeston to Van Wert operated from April 1, 1881, until October 7, 1886, by the Humeston and Shenandoah Railroad Company as lessee; that part of the line from Alexandria to Humeston operated from April 1, 1881, until May 29, 1884, by the Wabash, St. Louis and Pacific Railway Company as lessee, and operated from May 29, 1884, until July 1, 1885, by Solon Humphreys and Thomas E. Tutt, Receivers for the Wabash, St. Louis and Pacific Railway Company, and operated from July 1, 1885, and until October 7, 1886, by Thomas Thacher as separate Receiver for the Missouri, Iowa and Nebraska Railway Company; the entire line from Alexandria to Van Wert operated from October 7, 1886, until November 24, 1886, by said Thomas Thacher, Receiver; entire line operated from November 24, 1886, until November 28, 1886, by Henry C. Thacher and Morris K. Jesup, Trustees. For operation after November 28, 1886, see "Operation" Keokuk and Western Railroad Company.

LEASE TO W. ST. L. & P. RY. CO.

Of date September 3, 1880 (effective October 1, 1880), this company leased all of its railroad property and franchises for a term of 99 years to the Wabash, St. Louis and Pacific Railway Company and under this lease the last named company went into possession of and operated the Missouri, Iowa and Nebraska Railway until May 27, 1884, on which date the Wabash Company was placed in the hands of Receivers, Solon Humphreys and Thomas E. Tutt. The said receivers operated the property under the lease of September 3, 1880, from May 29, 1884, until July 1, 1885, when possession was turned over to Thomas Thacher as separate Receiver, appointed by the United States Circuit Court for the Southern District of Iowa, on behalf of the bondholders of the Missouri, Iowa and Nebraska Railway Company.

THOMAS THACHER, RECEIVER

Of date July 1, 1885, on petition of the bondholders, the leasehold interest of the Wabash, St. Louis and Pacific Railway Company in the

Missouri, Iowa and Nebraska Railway was declared forfeited and the railroad property then in the possession of Solon Humphreys and Thomas E. Tutt, Receivers of the Wabash, was turned over to Thomas Thacher, Trustee. The said Trustee remained in possession of and operated the property from July 1, 1885, until November 24, 1886, when this property, in pursuance of a decree of the United States Circuit Court for the Southern District of Iowa, entered July 8, 1886 (see "Foreclosure of Trust Deed" this company), was sold by P. T. Lomax, Master in Chancery, to Henry C. Thacher and Morris K. Jesup, Trustees.

FORECLOSURE OF TRUST DEEDS

Of date June 1, 1870, and January 6, 1879, this company executed trust deeds to the Farmers' Loan and Trust Company, Trustee, and of date March 1, 1881, said railway company executed a trust deed to the Mercantile Trust Company of New York, Trustee.

Because of a default and by decree of foreclosure entered in the United States Circuit Court for the Southern District of Iowa, October 22, 1880, the trust deeds of June 1, 1870, and January 6, 1879, were foreclosed. Because of an undertaking by the Wabash, St. Louis and Pacific Railway Company, as lessees (see "Lease to Wabash, St. Louis and Pacific Railway Company" this company), to pay the interest due under the said trust deeds, the said decree of October 22, 1880, was not immediately carried into effect.

By a decree supplementary to that of October 22, 1880, and entered in the United States District Court for the Southern District of Iowa, July 8, 1886, and because of the failure of the Wabash Company to fulfill its obligations as lessee, the decree of October 22, 1880, was ordered carried into effect and the property ordered to be sold.

Of date August 19, 1886, the property was sold by P. T. Lomax, Master in Chancery, to Henry C. Thacher and Morris K. Jesup, Trustees, representing the bondholders.

The sale was confirmed August 19, 1886, and of date November 24, 1886, the said Master executed a deed to the said Trustees.

Confirmatory deeds were made to the Trustees by the Mercantile Trust Company of New York, Trustee, on April 19, 1890, and by the Missouri, Iowa and Nebraska Railway Company, April 30, 1890.

THACHER AND JESUP, TRUSTEES

By Master's Deed dated November 24, 1886, the above Trustees acquired all of the property and franchises constructed by and formerly belonging to the Missouri, Iowa and Nebraska Railway Company, and by deed dated November 26, 1886 (confirmed by deed dated April 30, 1890), the said Trustees conveyed all of the above property to the Keokuk and Western Railroad Company.

CORPORATE EXISTENCE

No effort was made after the confirmatory deed of April 30, 1890, to maintain the corporate existence of the Missouri, Iowa and Nebraska Railway Company.

V

Des Moines, Osceola and Southern Rail Road

INCORPORATION

Incorporated under the general laws of Iowa by articles dated April 15, 1879, and filed with the Secretary of State for Iowa, June 27, 1879.

Article 2 provided for a railroad between the following points, to wit:

“ . . . from Des Moines, Iowa, to Osceola, Iowa, and southward . . . ”

ORGANIZATION

The record books of this company are not available and it is impossible to state definitely the date of its organization. The articles of incorporation provided that the corporation should commence on the 17th day of August, 1879.

TERMINI AND DESCRIPTION

MAIN LINE: Narrow gauge (three feet) railroad from Des Moines, Iowa, southerly via Osceola and Van Wert to Cainsville, Missouri, a distance (first main) of 111.11 miles; 100 miles in Iowa and 11.11 miles in Missouri.

CONSTRUCTION

There is nothing of record to show when construction work commenced. Track laying was begun at Osceola, June 24, 1881, and that portion of the line from Osceola to Des Moines was completed as follows: to New Virginia, 11.18 miles, October 3, 1881; to Truro, 10.62 miles, in December, 1881; to St. Charles, 6.88 miles, in February, 1882; to St. Mary's, 4.06 miles, in April, 1882; to Prole, 7.57 miles, in August, 1882; to Norwalk, 6.42 miles, in 1882, and to Des Moines, 10.71 miles, in the late fall of 1882.

Track laying from Osceola to Cainsville commenced at Osceola in 1881 and the line was completed to Groveland, 4.31 miles, in September, 1881; to Leslie, 2.56 miles, October 20, 1882; to Decatur City, 15.37 miles, in January, 1883; to Leon, 6.12 miles, in October, 1883, and to Cainsville, 24.70 miles, December 4, 1884.

OPERATION

This company operated its line from the date of the completion of the various sections thereof until April 2, 1885; operated from April 2, 1885, until April 10, 1885, by W. W. Wick, Receiver, appointed by the Circuit Court of Madison County, Iowa; operated from April 10, 1885, until January 11, 1888, by E. R. Mason, Receiver, appointed by the Circuit Court of United States for the Southern District of Iowa; operated from January 11, 1888, until March 28, 1888, by M. V. B. Edgerly, Trustee, representing the bondholders. For operation after March 28, 1888, see "Operation," Des Moines & Kansas City Railway Company.

APPOINTMENT OF RECEIVERS

Of date April 2, 1885, the Circuit Court of Madison County, Iowa, on complaint of creditors, placed the railroad property belonging to this company in the possession of W. W. Wick, Receiver.

Of date April 10, 1885, the said suit in the Circuit Court of Madison County, Iowa, having been dismissed, the Circuit Court of the United States for the Southern District of Iowa, on complaint of creditors, appointed E. R. Mason as temporary Receiver, and ordered said Mason to take immediate possession of the railroad property, which he did on April 10, 1885.

FORECLOSURE OF TRUST DEEDS

Of date May 9, 1881, February 2, 1882, and May 1, 1883, this company executed its several trust deeds to W. F. Putman, et al., Trustee.

Because of default in the payment of interest on said trust deeds and by decree entered in the United States Circuit Court for the Southern District of Iowa on December 23, 1886, the appointment of E. R. Mason, as temporary Receiver, was confirmed, and the railroad property belonging to this company was ordered sold, the said E. R. Mason being appointed a Commissioner to execute the decree.

SALE BY E. R. MASON, COMMISSIONER

Of date November 11, 1887, E. R. Mason, Commissioner, in pursuance of the decree last above set out, sold the railroad property and franchises formerly belonging to Des Moines, Osceola and Southern Rail Road to M. V. B. Edgerly and by deed dated January 11, 1888, the said Mason conveyed the property to the said Trustee.

CONVEYANCE BY PURCHASER

The said Edgerly, as Purchaser, remained in possession of the property until March 28, 1888, on which date he conveyed it to the Des Moines and Kansas City Railway Company, which had been formed for the purpose of acquiring and operating this property.

CORPORATE EXISTENCE

No effort was made after foreclosure of October 19, 1886, to maintain the corporate existence of the Des Moines, Osceola and Southern Rail Road.

VI

Des Moines & Kansas City Railway Company

INCORPORATION

Incorporated under the general laws of Iowa by articles dated January 17, 1888, and filed with the Secretary of State for Iowa, January 21, 1888.

Article II provided as follows, to wit:

"The object and general nature of the business of this corporation should be to construct, lease, purchase and operate railway and telegraph lines in the States of Iowa, Illinois, Minnesota, Wisconsin, Missouri, Kansas and Nebraska, and to acquire the railroad of the Des Moines, Osceola and Southern Railroad Company as it now exists and is constructed and operated, . . ."

ORGANIZATION

Organized at New York City, on April 11, 1888, when the directors named in the articles of incorporation met and elected officers.

ACQUISITION BY PURCHASE

Of date March 28, 1888, M. V. B. Edgerly conveyed to this company by deed the railroad and franchises formerly belonging to the Des Moines, Osceola and Southern Rail Road.

TERMINI AND DESCRIPTION

MAIN LINE: (acquired by purchase) narrow gauge (three feet) railroad from Des Moines, Iowa, southerly to Cainsville, Missouri, 111.11 miles, 100 miles in Iowa and 11.11 miles in Missouri.

During 1896 the work of widening the gauge of this road from three feet to standard was undertaken. On October 31, 1896, the road was widened from Van Wert to Osceola and on November 1, between Osceola and Des Moines. On October 23 and 24, 1897, the remainder of the line from Van Wert to Cainsville, Missouri, was widened.

CONSTRUCTION

This company did not construct any main line mileage. For construction of the line it acquired by purchase as above set out, see "Construction," Des Moines, Osceola and Southern Rail Road.

OPERATION

This company operated its line from March 28, 1888, until April 1, 1898. For operation after April 1, 1898, see "Operation," Keokuk and Western Railroad Company.

DEED TO KEOKUK AND WESTERN

Of date April 1, 1898, this company conveyed to the Keokuk and Western Railroad Company all of its property and franchises.

This was in pursuance of a purchase of the stock and bonds of date December 5, 1895.

CORPORATE EXISTENCE

No effort was made after the sale of April 1, 1898, to maintain the separate corporate existence of this company.

VII

Keokuk and Western Railroad Company

INCORPORATION

Incorporated under the general law of Iowa by articles dated October 30, 1886, and filed with the Secretary of State for Iowa, December 3, 1886.

Article second provided as follows, to wit:

"The general nature of the business to be transacted by the said incorporation is to be the purchase, acquisition, ownership, maintenance, operation, use and enjoyment of a railroad extending from a point in the City of Keokuk, County of Lee, State of Iowa, to and across the Des Moines River at or near Buena Vista, in the said County, thence through the Counties of Clark, Scotland and Schuyler, in the State of Missouri, thence in the State of Iowa, through the Counties of Appanoose, Wayne and Decatur, to the town of Van Wert, it being the intention to purchase the railway and franchises of the Missouri, Iowa and Nebraska Railway Company, with the appurtenances thereof, and also with power to extend the same elsewhere, as the Board of Directors may determine, either by constructing new lines or by purchasing, leasing or consolidating with other partially or wholly completed lines. . . ."

ORGANIZATION

Organized at Keokuk, Iowa, October 30, 1886, when the stockholders met and transacted business.

TERMINI AND DESCRIPTION

MAIN LINE: From Alexandria, Missouri, westerly through the States of Missouri and Iowa to Van Wert, Iowa, a distance of 142.65 miles, 73.09 miles in Iowa and 69.56 miles in Missouri.

MAIN LINE: From Des Moines, Iowa, southerly to Cainsville, Missouri, a distance (first main) 111.11 miles, 100 miles in Iowa and 11.11 miles in Missouri.

In addition to the above this company owned one-half interest in the railroad bridge and the approaches thereto over the Des Moines River near Buena Vista, Iowa, and in connection with the use of said bridge had trackage rights over the St. Louis, Keokuk and North Western Railway from Alexandria, Missouri, to Keokuk, Iowa.

This company also owned certain side tracks and terminal facilities at Keokuk, Iowa.

Total mileage owned and operated (first main) 253.76 miles, 173.09 miles in Iowa and 80.67 miles in Missouri.

CONSTRUCTION

This company did not construct any main line mileage. For construction of the railroad it owned as above described under "Termini and Description," see "Construction," Missouri, Iowa and Nebraska Railway Company and Des Moines, Osceola and Southern Rail Road

ACQUISITIONS BY PURCHASE

Of date November 26, 1886, this company acquired by deed from Henry C. Thacher and Morris K. Jesup, Trustees, all of the railroad property and franchises formerly belonging to the Missouri, Iowa and Nebraska Railway Company.

By deed dated April 1, 1898, this company acquired from the Des Moines & Kansas City Railway Company all of the grantor's railway property and franchises.

OPERATION

This company operated its line extending from Keokuk to Van Wert, Iowa, from November 26, 1886, until July 1, 1900; it operated the line extending from Des Moines to Cainsville, Missouri, from April 1, 1898, until July 1, 1900; entire line operated from July 1, 1900, until January 1, 1901, by the Chicago, Burlington & Quincy Railroad Company, as lessee; operated since January 1, 1901, by the Burlington Company as owner by deed.

LEASED TO C. B. & Q. R. R. CO.

Of date July 1, 1900, this company leased all of its railroad property and franchises for 25 years to the Chicago, Burlington & Quincy Railroad Company, pursuant to purchase of stock and bonds February 20, 1899.

DEED TO C. B. & Q. R. R. CO.

By deed dated January 1, 1901, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its railroad property and franchises, described as follows, to wit:

"Its certain railroad, beginning at Alexandria, in Clark County, Missouri, thence extending westerly through the States of Missouri and Iowa, to Van Wert, in Decatur County, Iowa, to a connection with the railroad of the Humeston and Shenandoah Railway Company, a distance of about one hundred forty-two and eight tenths (142.8) miles, and including all tracks, lands, terminals, or other property owned by The Keokuk and Western Railroad Company in the City of Keokuk, in Lee County, Iowa, and the interest of The Keokuk and Western Railroad Company in the bridge over the Des Moines River;

also beginning at Des Moines, in Polk County, Iowa, and extending southerly via Osceola, to Cainsville, in Harrison County, Missouri, a distance of about one hundred ten and sixty-seven hundredths (110.67) miles."

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records of the Keokuk and Western and its predecessors as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

1. The Alexandria and Bloomfield Rail Road Company, incorporated under a Special Act of the Missouri Legislature in force February 9, 1857.
2. By change of name, in pursuance of a Special Act of the Missouri Legislature, in force February 19, 1866, The Alexandria and Bloomfield Rail Road Company became The Alexandria and Nebraska City Rail Road Company.
3. Iowa Southern Railway Company, incorporated under the general laws of Iowa by articles dated August 3, 1866, and filed with Secretary of State February 25, 1868.
4. Consolidation of Iowa Southern Railway Company and The Alexandria and Nebraska City Rail Road under the name Missouri, Iowa and Nebraska Railway Company, by articles dated March 26, 1870.
5. Leased for 99 years, dated September 3, 1880 (effective October 1, 1880), from Missouri, Iowa and Nebraska Railway Company to the Wabash, St. Louis and Pacific Railway Company.
6. Thomas Thacher, Receiver, placed in possession of the Missouri, Iowa and Nebraska Railway, on petition of the bondholders, by the United States Circuit Court for the Southern District of Iowa by order entered July 1, 1885.
7. Trust deeds of date June 1, 1870, and January 6, 1879, foreclosed in the United States Circuit Court for the Southern District of Iowa by decree entered October 22, 1880.
Decree supplementary to above entered by the said court July 8, 1886, ordered the railroad property and franchises, then in the possession of Thomas Thacher, Receiver, to be sold.
8. Master's deed (P. T. Lomax) of date November 24, 1886, made in pursuance of supplementary decree of July 8, 1886, and conveying to Henry C. Thacher and Morris K. Jesup all of the railroad property and franchises formerly belonging to Missouri, Iowa and Nebraska Railway Company.

9. Keokuk and Western Railroad Company, incorporated under the general laws of Iowa, by articles dated October 30, 1886, and filed with the Secretary of State for Iowa December 3, 1886.
10. Deed of date November 26, 1886, from Morris K. Jesup and Henry C. Thacher, Trustees, conveying to the Keokuk and Western Railroad Company all of the railroad property and franchises formerly the property of the Missouri, Iowa and Nebraska Railway Company.
11. Des Moines, Osceola and Southern Rail Road, incorporated under the general laws of Iowa, by articles dated April 15, 1879, and filed with the Secretary of State for Iowa June 27, 1879.
12. Receiver (W. W. Wick) appointed by the Circuit Court of Madison County, Iowa, April 2, 1885. Surrendered possession to E. R. Mason, Receiver, April 10, 1885.
13. Receiver (E. R. Mason) appointed by the United States Circuit Court for the Southern District of Iowa, April 10, 1885, on complaint of creditors.
14. Trust deeds of May 9, 1881, February 2, 1882, and May 1, 1883, given by the Des Moines, Osceola and Southern Rail Road, foreclosed in the United States Circuit Court for the Southern District of Iowa by decree entered December 23, 1886, and the railroad property ordered sold by E. R. Mason, Commissioner.
15. Sale by Commissioner (E. R. Mason) on November 11, 1887, and by deed dated January 11, 1888, said Commissioner conveyed all of the railroad property and franchises formerly the property of Des Moines, Osceola and Southern Rail Road to M. V. B. Edgerly, Trustee.
16. Des Moines & Kansas City Railway Company, incorporated under the general laws of Iowa, January 17, 1888.
17. Deed of date March 28, 1888, from M. V. B. Edgerly to Des Moines & Kansas City Railway Company, conveying to said company all of the property and franchises formerly belonging to Des Moines, Osceola and Southern Rail Road.
18. Deed of date April 1, 1898, from Des Moines & Kansas City Railway Company to the Keokuk and Western Railroad Company conveyed all of the grantor's property and franchises.
19. Lease of date July 1, 1900, for 25 years from the Keokuk and Western Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
20. Deed of date January 1, 1901, from the Keokuk and Western Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

St. Louis, Keokuk & Northwestern Railroad

Deeded to C. B. & Q. January 1, 1901.

- Mt. Pleasant to Henry-Lee County Line, 14.53 miles.
Commenced in 1868 by Iowa Northern Central Railroad Co., partly built by The Keokuk, Iowa City and Minnesota Railroad Co. Completed by Keokuk, Mt. Pleasant & Northern Railroad Co., January 31, 1881.
- Henry-Lee County Line to Keokuk, 33.56 miles.
Commenced in 1869 by Keokuk and Minnesota Ry. Co., partly built by K. I. C. & M. R. R. Co. Completed by K. & N. W. R. R. Co. (original) during 1880.

Keokuk to Buena Vista, 2.75 miles.
Built by St. L. K. & N. W. Ry. Co. during 1881-82.

■ Buena Vista to Canton, 19.93 miles.
Mississippi Valley and Western Railroad (first consolidated company). Commenced in 1871, and completed June 24, 1872.

■ Canton to West Quincy, 14 miles.
Partly graded during 1868-70 by Mississippi and Missouri River Air Line (original company); grade completed prior to December, 1870, by M. & M. R. A. L. (consolidated company). Completed April 5, 1871, by M. V. & W. (first consolidated company).

■ Mark (Moody) to Hannibal, 13.25 miles.
M. V. & W. (second consolidated company) completed March 29, 1874.

■ Hannibal to Louisiana, 25.32 miles.
Commenced by M. V. & W. and completed by St. L. K. & N. W. Ry. Co. May 29, 1876.

■ Louisiana to Clarksville, 9.99 miles.
Commenced by The Clarksville and Western Railroad Co., during 1870-73. Completed by St. L. K. & N. W. Ry. Co. January 15, 1877.

Clarksville to Dardenne (St. Peters, connection with Wabash), 43.60 miles.
Commenced by The C. & W. in 1871. Completed by St. L. K. & N. W. Ry. Co. August 11, 1879.
Between Cuivre Junction and St. Peters (Dardenne), 10.6 miles, abandoned in June, 1907, account new line into St. Louis.

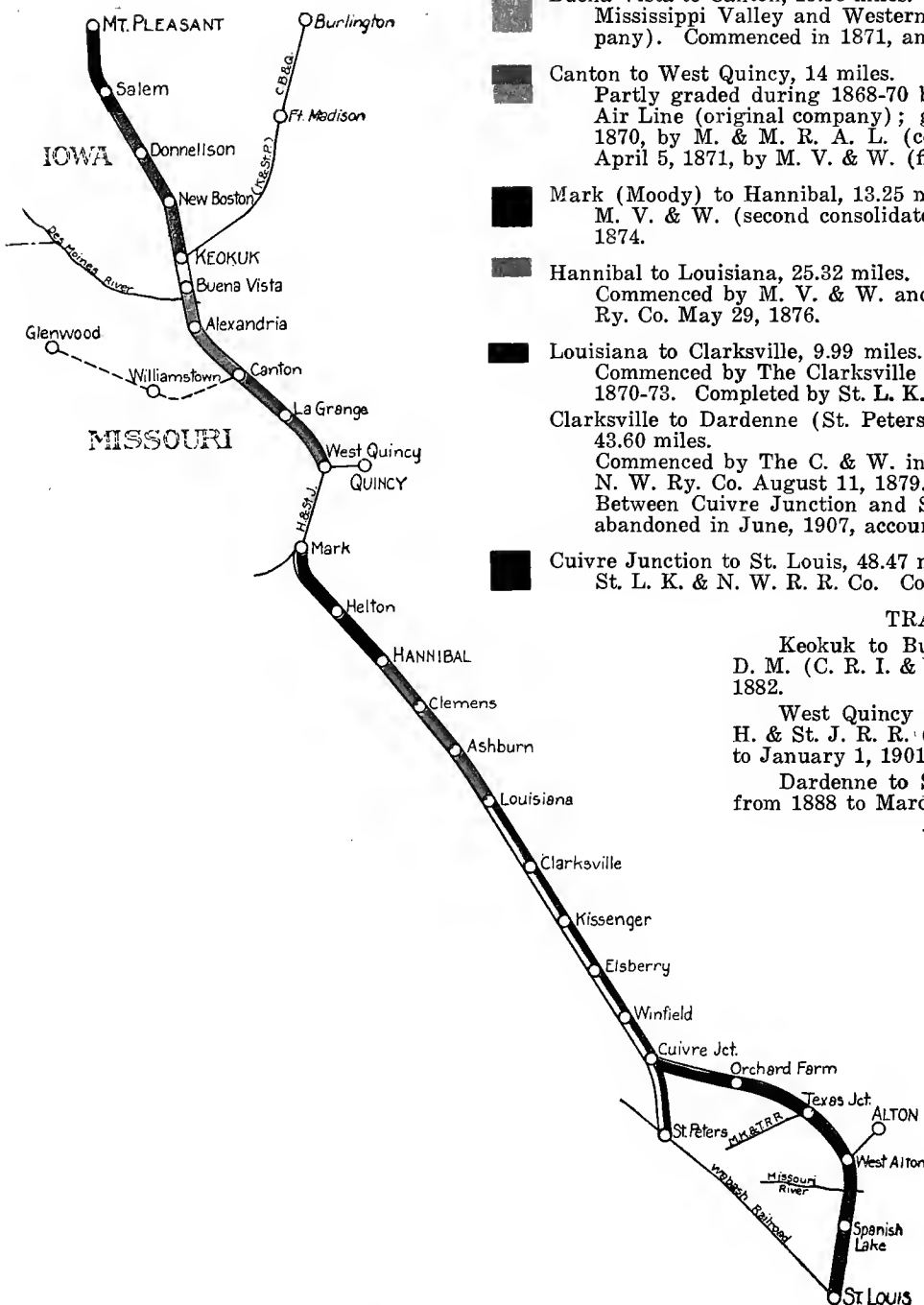
■ Cuivre Junction to St. Louis, 48.47 miles.
St. L. K. & N. W. R. R. Co. Completed March 4, 1894.

TRACKAGE RIGHTS.

Keokuk to Buena Vista, 2.75 miles over K. & D. M. (C. R. I. & P.) from June 25, 1872, to March, 1882.

West Quincy to Moody (Mark) 3.87 miles over H. & St. J. R. R. (C. B. & Q.) from March 29, 1874, to January 1, 1901.

Dardenne to St. Louis, 31 miles, over Wabash; from 1888 to March 4, 1894.



St. Louis, Keokuk & Northwestern Railroad Company

- I — CANTON AND BLOOMFIELD RAILROAD COMPANY
- II — MISSISSIPPI AND MISSOURI RIVER AIR-LINE RAILROAD COMPANY (Original company)
- III — ALEXANDRIA, CANTON, LaGRANGE AND WEST QUINCY RAILROAD COMPANY
- IV — THE MISSISSIPPI AND MISSOURI RIVER AIR-LINE RAILROAD COMPANY (Consolidated company)
- V — MISSISSIPPI VALLEY AND WESTERN RAILWAY COMPANY (Original Company)
- VI — MISSISSIPPI VALLEY AND WESTERN RAILWAY COMPANY (First consolidated company)
- VII — THE CLARKSVILLE AND WESTERN RAILROAD COMPANY
- VIII — THE MISSISSIPPI VALLEY RAILROAD COMPANY
- IX — MISSISSIPPI VALLEY AND WESTERN RAILWAY COMPANY (Second consolidated company)
- X — ST. LOUIS, KEOKUK AND NORTH WESTERN RAILWAY COMPANY
- XI — IOWA NORTHERN CENTRAL RAILROAD COMPANY
- XII — KEOKUK AND MINNESOTA RAILWAY COMPANY
- XIII — THE KEOKUK, IOWA CITY AND MINNESOTA RAILROAD COMPANY
- XIV — THE KEOKUK AND NORTH WESTERN RAILROAD COMPANY
- XV — KEOKUK, MT. PLEASANT & NORTHERN RAILROAD COMPANY
- XVI — KEOKUK AND NORTHWESTERN RAILROAD COMPANY (Consolidated company)
- XVII — MT. PLEASANT AND KEOKUK RAILROAD COMPANY
- XVIII — KEOKUK RAILWAY AND IMPROVEMENT COMPANY.
- XIX — ST. LOUIS, KEOKUK & NORTHWESTERN RAILROAD COMPANY

I

Canton and Bloomfield Railroad Company

INCORPORATION

Incorporated by Special Act of Missouri Legislature, approved February 27, 1851.

Section 4 of said Act provided for a railroad as follows, to wit:

“ . . . from the Mississippi River, commencing at the most practicable point between the corporate limits of the towns of Canton and Tully, in Lewis county, to the town of Memphis, in Scotland county, and from thence to such point on the northern line of Scotland county in the direction of Bloomfield, in the State of Iowa, as may be mutually agreed upon by said company and a company authorized on the part of the State of Iowa to construct a railroad to intercept the road authorized to be constructed by provisions of this act at the most practicable point on the said State line; . . . ”

A Special Act of the Missouri Legislature, approved February 23, 1853, granted the right to construct a branch line

“ . . . from any point on the said Canton and Bloomfield Railroad (not exceeding two miles west of range seven) to the Town of LaGrange in Lewis county. . . . ”

ORGANIZATION

Organized February 6, 1860, at Canton, Missouri.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build, but it acquired a right of way from Canton westerly in the direction of Bloomfield, Iowa, to and beyond Williamstown, Missouri, a distance of approximately twenty miles, and constructed a part of the grade thereon.

DEED TO M. & M. R. A. L. R. R. CO.

By deed dated June 25, 1860, this company conveyed all of its railroad property and franchises to the Mississippi and Missouri River Air-Line Railroad Company. This sale was confirmed by a Special Act of the Missouri Legislature, approved March 23, 1861.

CORPORATE EXISTENCE

No effort was made after the conveyance of June 25, 1860, to maintain the corporate existence of the Canton and Bloomfield railroad company.

II

Mississippi and Missouri River Air-Line Railroad Company

(ORIGINAL COMPANY)

INCORPORATION

Incorporated by Special Act of the Missouri Legislature, approved February 17, 1857.

Article 7 of said Act provided for a railroad as follows, to wit:

“ . . . from some point on the Mississippi River, within eighteen miles of the mouth of the Des Moines River, in the State of Missouri, from thence westwardly to the Missouri River, running not to exceed thirty miles from the north line of the State of Missouri and terminating on the Missouri River not nearer than fifteen nor more than thirty miles from the north line of this State. . . .”

Special Act of the Missouri Legislature, approved March 23, 1868, provided for an extension to the railroad above described as follows:

“ . . . from Canton, in Lewis county, by the most feasible route, to make a connection with the west end of the Quincy railroad bridge, in Marion county.”

ORGANIZATION

Organized at Canton, Missouri, June 23, 1860, when the Incorporators named in the Act of February 17, 1857, met and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE: From Canton, Missouri, westerly in the direction of Bloomfield, Iowa, for a distance of approximately fifteen miles, all in the State of Missouri.

(As hereinafter noted under “Operation,” all of this line was abandoned, and no part of it has at any time formed a part of the line of the Chicago, Burlington & Quincy Railroad Company.)

CONSTRUCTION

Early in 1860 this company commenced construction work on its proposed line from Canton westerly, and by April, 1861, the grade was completed for a distance of approximately twenty-five miles from Canton, and soon thereafter approximately fifteen miles of this section of the line, immediately west of Canton, were completed and opened for traffic.

All construction work was suspended between 1861 and 1868. Beginning in 1868, and continuing through 1869 and 1870, this company continued its construction work on its line from Canton westerly, and practically completed its grade from Canton to Glenwood, Missouri, a distance of approximately sixty miles, but no part of this road from Canton westerly was completed, nor was any part of it (except the fifteen miles immediately west of Canton) ever operated by this company or any of its successors.

Beginning in 1868, and continuing through 1869 and 1870, this company constructed the grade for the extension of its line between Canton, Missouri, and West Quincy.

OPERATION

This company operated its line from Canton westerly from April, 1861, until June 1861, when this line was seized by the United States military authorities and the track and equipment removed. This line was never again reconstructed and no part of it was at any time thereafter operated by this company or its successors.

ACQUISITION BY PURCHASE

By deed dated June 25, 1860, this company acquired all of the railroad property and franchises belonging to Canton and Bloomfield railroad company, said sale being confirmed by Special Act of the Missouri Legislature, approved March 23, 1861. At the time of this deed the Canton and Bloomfield railroad company had acquired a right of way from Canton westerly, in the direction of Bloomfield, Iowa, and had partly constructed a grade for approximately twenty miles immediately west of Canton.

CONSOLIDATION

By Articles dated April 1, 1870, and effective April 8, 1870, this company consolidated all of its property and franchises with the Alexandria, Canton, LaGrange and West Quincy Railroad Company, the consolidated company taking the name, The Mississippi and Missouri River Air-Line Railroad Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of April 8, 1870, to maintain the separate corporate existence of this company.

III

Alexandria, Canton, LaGrange and West Quincy Railroad Company

INCORPORATION

Incorporated by Special Act of the Missouri Legislature, approved February 18, 1865.

Said Act provided for a railroad as follows, to wit:

“ . . . commencing at the Town of Alexandria, in Clark County, thence by the nearest and most practicable route to West Quincy, in Marion county, passing through the towns of Canton and LaGrange, in Lewis county.”

ORGANIZATION

Organized at LaGrange, Missouri, August 7, 1865, when the incorporators named in the Act of February 18, 1865, met and elected officers.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build, but made surveys between Canton and Alexandria, Missouri, and did considerable work preliminary to construction.

CONSOLIDATION

By Articles dated April 1, 1870, and effective April 8, 1870 (approved by the stockholders and directors of this company on that date), this company consolidated all of its property and franchises with the Mississippi and Missouri River Air-Line Railroad Company, the consolidated corporation taking the name, The Mississippi and Missouri River Air-Line Railroad Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of April 8, 1870, to maintain the separate corporate existence of this company.

IV

The Mississippi and Missouri River Air-Line Railroad Company

(CONSOLIDATED COMPANY)

Formed by consolidation of the Alexandria, Canton, LaGrange and West Quincy Railroad Company and the Mississippi and Missouri River Air-Line Railroad Company by Articles dated April 1, 1870, and effective April 8, 1870, and filed with the Secretary of State for Missouri, April 22, 1870.

The said Articles of Consolidation provided as follows, to wit:

“ The line of the consolidated company shall extend from the west end of the Quincy Railroad Bridge to the Des Moines river at the City of Alexandria, and from Canton on the Mississippi river westward to the Missouri river, as contemplated by the charter of the Mississippi and Missouri River Air-Line Railroad Company.

ORGANIZATION

Effected at Canton, Missouri, April 30, 1870, when the Board of Directors named in the Articles of Consolidation met and elected officers.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build, but it continued construction work on the grade between West Quincy and Canton, commenced by its predecessor, Mississippi and Missouri River Air-Line Railroad Company, and practically completed the same prior to December, 1870.

CONSOLIDATION

By Articles dated January 30, 1871 (approved by the stockholders and directors of this company January 30, 1871, and effective that date), this company consolidated all of its property and franchises with Mississippi Valley and Western Railway Company, the consolidated corporation taking the name Mississippi Valley and Western Railway Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of January 30, 1871, to maintain the separate corporate existence of this company.

V

Mississippi Valley and Western Railway Company (ORIGINAL COMPANY)

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated January 25, 1871, and filed with the Secretary of State for Iowa, February 8, 1871.

The said Articles provided for a railroad as follows, to wit:

“ . . . beginning at or near the west end of the Keokuk Railroad Bridge, in the County of Lee, in the State of Iowa, and running thence by the most practicable route, to be determined by the said company, to a point on the State line between the State of Iowa and Missouri, not more than five miles from the City of Alexandria, in the State of Missouri.”

ORGANIZATION

Organized at Canton, Missouri, January 30, 1871, when the directors named in the Articles of Association met and elected officers.

CONSTRUCTION

This company did not complete any part of the railroad it was authorized to construct.

CONSOLIDATION

By Articles dated January 30, 1871, and approved by the stockholders and directors of this company on that date (filed with the Secretary of State of Missouri, March 10, 1871), this company consolidated all of its railroad property and franchises with The Mississippi and Missouri River Air-Line Railroad Company, the consolidated corporation taking the name, Mississippi Valley and Western Railway Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of January 30, 1871, to maintain the separate corporate existence of this company.

VI

Mississippi Valley and Western Railway Company (FIRST CONSOLIDATED COMPANY)

Formed by consolidation of The Mississippi and Missouri River Air-Line Railroad Company (Consolidated Company) and Mississippi Valley and Western Railway Company, the said Articles of Consolidation being dated January 13, 1871, and effective January 30, 1871. Articles filed with the Secretary of State for Missouri, March 10, 1871.

Article Third of the Articles of Consolidation provided as follows, to wit:

“The line of the consolidated company shall extend from the west end of the Quincy Railroad Bridge in Marion County, State of Missouri to the west end of the Keokuk Railroad Bridge in Lee County, State of Iowa and from Canton, in Lewis County, State of Missouri, westward to the Missouri River, as contemplated by the charter of the Mississippi and Missouri River Air-Line Railroad Company.”

ORGANIZATION

Effected at Canton, Missouri, January 30, 1871, when the directors named in the Articles of Consolidation met and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE: From West Quincy, Missouri (connection with The Quincy Rail Road Bridge Company's tracks), northerly to Buena Vista, Iowa (connection with the Keokuk and Des Moines Railroad, now C. R. I. & P. R. R.), a distance (first main) of 33.93 miles; 33.61 miles in Missouri and .32 miles in Iowa.

CONSTRUCTION

The grade between West Quincy and Canton, Missouri, had been practically completed by The Mississippi and Missouri River Air-Line Railroad Company prior to the formation of this company. Immediately after its organization and early in 1871 this company commenced

the construction of the grade for its line from Canton northerly to Buena Vista. After February 1, 1871, construction trains were run between West Quincy and LaGrange, but this section of the line was not opened for regular traffic until April 5, 1871, on which date the line was opened for regular service between West Quincy and Canton, Missouri.

The line from Canton to Buena Vista was completed on June 24, 1872, and on the next day this company commenced running its trains between West Quincy and Keokuk, the Keokuk and Des Moines Railroad being used by traffic agreement between Buena Vista and Keokuk, a distance of approximately 2.50 miles.

OPERATION

This company operated its railroad from the date of the opening of the several sections thereof as above noted under "Construction" and until January 20, 1873.

For operation after January 20, 1873, see "Operation," Mississippi Valley and Western Railway Company (Second Consolidated Company).

CONSOLIDATION

By Articles of Consolidation dated and effective January 20, 1873 (approved by the stockholders of this company January 18, 1873), this company consolidated all of its property and franchises with The Mississippi Valley Railroad Company and The Clarksville and Western Railroad Company, the consolidated corporation taking the name, Mississippi Valley and Western Railway Company (Second Consolidated Company).

CORPORATE EXISTENCE

No effort was made after the consolidation of January 20, 1873, to maintain the separate corporate existence of this company.

VII

The Clarksville and Western Railroad Company

INCORPORATION

Incorporated under the general laws of Missouri by Articles executed January 11, 1870, and filed with the Secretary of State of Missouri, January 15, 1870.

Article 2 provided for a railroad as follows, to wit:

". . . from the City of Clarksville, in Pike County, Missouri, to connect with The Louisiana and Missouri River Railroad, at such point on the line of said road between the City of Louisiana and the Town of Bowling Green, in said County of Pike, or immediately at either one of the said points, as shall be deemed best by the Board of Directors. . . ."

By resolution of the Directors, adopted April 29, 1871 (filed with the Secretary of State of Missouri, May 12, 1871), this company proposed to build the following extensions:

“ . . . southwestwardly in the direction of the City of St. Louis from the City of Clarksville in Pike County, to the City of St. Charles in St. Charles County, Missouri. That the City of Louisiana, Pike County, Missouri, be and the same is hereby fixed as the point at or near which the said Clarksville and Western Railroad shall intersect the line of the Louisiana and Missouri River Railroad, and that the said Clarksville and Western Railroad be extended in a northerly or northwesterly direction from the said City of Louisiana, on a line suitable and proper to connect with the Hannibal and St. Joseph Railroad at some convenient and eligible point between the City of Hannibal in Marion County, and Macon City in the County of Macon in the State of Missouri, or at either one of said cities, as may hereafter be determined.”

ORGANIZATION

The record book of this company is not available and it is impossible to give the date of its organization.

CONSTRUCTION

During 1870 this company completed surveys for its proposed line from Dardenne, Missouri (St. Peters), northerly to Louisiana. Early in 1871 construction work commenced between the above points and was carried on until May of 1873, when the grade between Dardenne and “Mud Lick Prairie,” a few miles north of Louisiana, Missouri, had been completed. No part of this road was completed or placed in operation by this company.

CONSOLIDATION

By Articles of Consolidation, dated and effective January 20, 1873 (approved by the stockholders of this company January 15, 1873), this company consolidated all of its property and franchises with The Mississippi Valley Railroad Company and the Mississippi Valley and Western Railway Company (first consolidated company), the consolidated corporation taking the name, Mississippi Valley and Western Railway Company (second consolidated company).

CORPORATE EXISTENCE

No effort was made after the consolidation of January 20, 1873, to maintain the separate corporate existence of this company.

VIII

The Mississippi Valley Railroad Company

INCORPORATION

Incorporated under the general laws of Missouri by Articles executed May 22, 1871, and filed with the Secretary of State for Missouri, May 24, 1871.

Original Articles provided for a railroad as follows, to wit:

“. . . from any point in the City of Hannibal in the County of Marion and State of Missouri, to be hereafter determined, to a point on the Quincy and Palmyra Branch of the Hannibal & St. Joseph Railroad Company, opposite the City of Quincy in the State of Illinois, or to such point as may be convenient for commencing with any other Rail Road which is now built, or may be built hereafter from West Quincy Northward, the whole to be in Marion County, Missouri.”

By resolution adopted August 3, 1872, this company proposed to extend its line

“. . . from the southern terminus in the City of Hannibal, southwardly near the western bank of the Mississippi River and through a portion of the Counties of Marion, Ralls and Pike to a junction with the road of the Clarksville, Louisiana and Western road (Clarksville and Western Railroad) in Pike County near Salt River, the length of said proposed extension being about twenty-one miles.”

ORGANIZATION

Organized at Hannibal, Missouri, June 9, 1871, when the incorporators met and elected officers.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build, but it made surveys of its proposed line from West Quincy to Hannibal and did other work preliminary to actual construction.

CONSOLIDATION

By Articles dated January 20, 1873 (approved by the stockholders of this company, January 15, 1873), this company consolidated all of its property and franchises with the Mississippi Valley and Western Railway Company (First Consolidated Company) and The Clarksville and Western Railroad Company, the consolidated corporation taking the name, Mississippi Valley and Western Railway Company (Second Consolidated Company).

IX

Mississippi Valley and Western Railway Company

(SECOND CONSOLIDATED COMPANY)

Formed by consolidation of the Mississippi Valley and Western Railway Company (First Consolidated Company), The Clarksville and Western Railroad Company and The Mississippi Valley Railroad Company, the said articles being dated and effective January 20, 1873.

Article 3d of said Articles provided as follows, to wit:

“The line of road of the consolidated company shall extend from the City of St. Charles, in the State of Missouri, at any point in the said City, to be fixed by the Board of Directors, to the west end of the Keokuk and Hamilton Bridge

(across the Mississippi River), at Keokuk, Iowa, on the line of said roads hereby consolidated, as the same is now located, or may be hereafter located between the Mississippi River and the Bluffs, and from Canton, Missouri, to the Missouri River, at any point the Board of Directors may fix within thirty miles of the north line of the State of Missouri, with power to construct such branches as either of the parties hereto are authorized to construct."

ORGANIZATION

Effected at Canton, Missouri, January 20, 1873, when the directors named in the Articles of Consolidation met and elected officers.

TERMINI AND DESCRIPTION

ACQUISITION BY CONSOLIDATION — MAIN LINE: From West Quincy, Missouri (connection with The Quincy Rail Road Bridge Company's tracks), northerly to Buena Vista, Iowa (connection with the Keokuk and Des Moines Railroad, now C. R. I. & P. R. R.), a distance (first main) of 33.93 miles: 33.61 miles in Missouri and .32 miles in Iowa.

ACQUISITION BY CONSTRUCTION: From Moody, [Mark] Missouri (connection with the Hannibal and St. Joseph Railroad), southerly to Hannibal, Missouri, a distance (first main) of 13.25 miles, all in Missouri.

Total mileage owned, 47.18 miles: 46.86 miles in Missouri and .32 miles in Iowa.

In addition to the mileage owned and operated, this company had the right by trackage contract to operate over the Keokuk and Des Moines Railroad between Buena Vista and Keokuk, Iowa, a distance of approximately 2.5 miles, and also had the right to operate over the Hannibal and St. Joseph Railroad between Moody [Mark] and West Quincy, Missouri, a distance of 3.87 miles, making a total mileage operated (including trackage) of 53.55 miles, 50.73 miles in Missouri and 2.82 miles in Iowa.

CONSTRUCTION

For the construction of the line acquired by this company by virtue of the consolidation of January 20, 1873, see "Construction," Mississippi Valley and Western Railway Company (First Consolidated Company).

Prior to the consolidation of January 20, 1873, The Mississippi Valley Railroad Company had completed surveys and done other work preliminary to construction between Moody [Mark] and Hannibal, Missouri. Immediately after its formation this company commenced construction work on the above line, and it was completed and opened for traffic on March 29, 1874.

OPERATION

This company operated its line between West Quincy and Buena Vista (also trackage between Buena Vista and Keokuk) from January 20, 1873, until August 7, 1874; it operated its line from Moody to

Hannibal (also trackage from West Quincy to Moody [Mark]) from March 29, 1874, until August 7, 1874.

Entire line from Hannibal to Buena Vista (also the trackage from Buena Vista to Keokuk and from Moody [Mark] to West Quincy) operated from August 7, 1874, until June 16, 1875, by James M. Walker, J. Alder Ellis and A. Stone, Jr., Trustees, in the name of this company; operated from June 16, 1875, until June 22, 1875, by A. B. Stone, Purchaser, in the name of this company.

For operation after June 22, 1875, see "Operation," St. Louis, Keokuk and North Western Railway Company.

ROAD SURRENDERED TO TRUSTEES

Of date March 12, 1872, this company executed its trust deed to James M. Walker and J. Alder Ellis, Trustees. Of date January 20, 1873, this company executed a second trust deed to James M. Walker and A. Stone, Jr. Because of failure of the railroad company to pay the interest on the trust deeds and in pursuance of the provisions thereof, the Trustees, James M. Walker, J. Alder Ellis and A. Stone, Jr., took possession of the railroad property belonging to the Mississippi Valley and Western Railway Company on August 7, 1874, and remained in possession thereof until June 16, 1875.

FORECLOSURE OF TRUST DEEDS

Of date September 1, 1874, the said Trustees, Walker, Ellis and Stone, filed their bill in equity to foreclose the trust deeds of March 12, 1872, and January 20, 1873. By decree of the Circuit Court of the United States for the Eastern District of Missouri, entered January 27, 1875, the court ordered the property and franchises belonging to this company to be sold, and appointed Joseph Shippen as Master to execute the decree.

SALE BY THE MASTER

Of date April 14, 1875, in pursuance of the decree of January 27, 1875, the railroad property and franchises were sold at public auction to Andros B. Stone. Sale was confirmed by the said court on April 29, 1875, and of date June 16, 1875, Joseph Shippen, Master, conveyed to Andros B. Stone all of the railroad property and franchises formerly belonging to the Mississippi Valley and Western Railway Company (Second Consolidated Company).

ANDROS B. STONE, PURCHASER

Andros B. Stone, as purchaser, took possession of the Mississippi Valley and Western Railway June 16, 1875, and remained in possession thereof until June 22, 1875, on which date the said Stone and wife conveyed all of the property to the St. Louis, Keokuk and North Western

Railway Company, which had been formed to acquire and operate this railroad.

CORPORATE EXISTENCE

No effort was made after the deed of June 16, 1875, to maintain the corporate existence of this company.

X

St. Louis, Keokuk and North Western Railway Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated May 17, 1875, and filed with the Secretary of State of Iowa, January 15, 1876, and recorded in Book "G," at page 629.

Article 3d provided as follows, to wit:

"Said road is to extend from the Keokuk and Hamilton Bridge Company's Bridge at Keokuk, Lee County, Iowa, to the Mississippi River, and also to the Missouri Pacific Railroad Depot at St. Louis, Missouri, and such other point in the city of St. Louis as the Board of Directors shall determine, it being intended to purchase the Railway of the Mississippi Valley and Western Railway Company, between Keokuk, Iowa, and Dardenne, Missouri, and construct and complete the same to St. Louis, Missouri."

ORGANIZATION

Effected at Keokuk, Iowa, June 21, 1875, when the directors named in the Articles of Incorporation met and elected officers.

ACQUISITION BY PURCHASE

By deed dated June 22, 1875, this company acquired from Andros B. Stone and wife all of the railroad property and franchises formerly belonging to the Mississippi Valley and Western Railway Company (Second Consolidated Company).

TERMINI AND DESCRIPTION

ACQUISITION BY PURCHASE — MAIN LINE: From Buena Vista, Iowa (connection with the Keokuk and Des Moines Railroad, now C. R. I. & P. R. R.), southerly to West Quincy, Missouri (connection with The Quincy Rail Road Bridge Company's tracks), a distance (first main) of 33.93 miles, and from Moody, Missouri (connection with the Hannibal and St. Joseph Railroad), southerly to Hannibal, Missouri, a distance (first main) of 13.25 miles.

Total mileage acquired by purchase, 47.18 miles; 46.86 miles in Missouri and .32 miles in Iowa.

ACQUISITIONS BY CONSTRUCTION: From Hannibal, Missouri, southerly to Louisiana, Missouri, a distance (first main) of 25.32 miles.

From Louisiana, Missouri, to Clarksville, Missouri, a distance (first main) of 9.99 miles.

From Clarksville, Missouri, southerly to a connection with the Wabash Railroad at Dardenne (St. Peters), Missouri, a distance (first main) of 43.60 miles.

From Buena Vista, Iowa, northerly to a connection at Keokuk with the Keokuk and Hamilton Bridge Company's tracks, a distance (first main) of 2.75 miles, all in Iowa. (See Note.)

Total mileage constructed, 81.66 miles: 78.91 miles in Missouri and 2.75 miles in Iowa.

ACQUISITION BY LEASE: From Keokuk, Iowa, northerly to Mt. Pleasant Junction, Iowa, 48.09 miles, owned by the Keokuk and Northwestern Railroad Company. See "Lease from K. & N. W. R. R. Co.," this company.

TOTAL MILEAGE: Total mileage owned, 128.84 miles: 125.77 miles in Missouri and 3.07 miles in Iowa.

Mileage operated under lease (Keokuk, Iowa, to Mt. Pleasant Junction, Iowa), 48.09 miles.

Mileage operated under trackage contract: From West Quincy, Missouri, to Moody, [Mark] Missouri, 3.87 miles.

Total mileage operated, 180.80 miles, of which 128.84 miles were owned and 51.96 miles were leased or operated under trackage agreement.

(NOTE.— Missouri, Iowa and Nebraska Railway Company owned a half interest in the bridge over the Des Moines River.)

CONSTRUCTION

For the construction of the line acquired by purchase from A. B. Stone and wife, see "Construction," Mississippi Valley and Western Railway Company.

Construction on the main line extension from Hannibal to Louisiana was commenced in the spring of 1875 by the Mississippi Valley and Western Railway Company, and was completed and opened for traffic on May 29, 1876.

Construction on that part of the line between Louisiana and Clarksville had been commenced by The Clarksville and Western Railroad Company early in 1871, and the grade had been practically completed by May, 1873. Immediately after its formation this company made a contract with Henry Rust, Contractor, by which the road was to be completed and operated by the said contractor until such time as the amount expended by him in completing the road was returned. Under this contract (subsequently assigned by Rust to A. B. Stone and associates) the road between Louisiana and Clarksville was constructed, but it was operated from the date of its completion (January 15, 1877) by the St. Louis, Keokuk and North Western Railway Company as a part of that company's line.

Construction on the main line extension from Clarksville to a connection with the St. Louis, Kansas City and Northern Railroad (Wabash) at Dardenne (St. Peters), Missouri, had been commenced by The Clarksville and Western Railroad Company in 1871, and the grade practically completed by that company prior to May, 1873. Immediately after its formation, this company commenced the work of repairing this grade and of completing this extension. This work was carried on until August 11, 1879, when the line was opened for regular traffic between Clarksville and Dardenne [St. Peters].

The main line extension from Buena Vista, Iowa, to a connection with the Keokuk and Hamilton Bridge Company's tracks at Keokuk was commenced in the fall of 1881, and was completed and opened for traffic in March, 1882.

OPERATION

This company operated its line from Buena Vista, Iowa, to Hannibal, Missouri (including trackage between Buena Vista and Keokuk and West Quincy and Moody [Mark]), from June 22, 1875, until July 7, 1887.

This company operated its main line extensions, opened on the various dates above set out under "Construction," and extending from Hannibal, Missouri, to Dardenne, [St. Peters] Missouri, and from Buena Vista, Iowa, to Keokuk, Iowa, from the date of the completion of the various sections thereof and until July 7, 1887.

This company operated the railroad belonging to the Keokuk and Northwestern Railroad Company and extending from Keokuk, Iowa, to Mt. Pleasant Junction, Iowa, from May 26, 1881, until July 7, 1887.

Entire line from Keokuk to Dardenne [St. Peters] was operated from July 7, 1887, until December 22, 1887, by William W. Baldwin, Receiver.

Entire line from Keokuk to Dardenne [St. Peters] operated from December 22, 1887, until January 7, 1887, by Charles E. Perkins, Purchaser, and in the name of St. Louis, Keokuk and North Western Railway Company.

For operation after January 7, 1888, see "Operation," St. Louis, Keokuk & Northwestern Railroad Company.

LEASE FROM K. & N. W. R. R. CO.

By lease dated July 3, 1880, the Keokuk and Northwestern Railroad Company leased to the St. Louis, Keokuk and North Western Railway Company its line then in the course of construction from Keokuk to Mt. Pleasant Junction, Iowa, for the term of forty-five years.

This lease remained in effect until July 7, 1887, on which date, because of foreclosure proceedings as hereinafter set out, this lease was forfeited and the property restored to the Keokuk and Northwestern Railroad Company.

FORECLOSURE OF TRUST DEED

Of date November 10, 1875, this company executed its trust deed to Dan P. Eells, Trustee. Because of default in the payment of interest of said trust deed, and by decree entered in the Circuit Court of the United States for the Southern District, Eastern Division, on July 7, 1887, the court ordered the railroad property and franchises to be sold, and appointed William W. Baldwin, Receiver.

William W. Baldwin, as Receiver, took possession of the railroad property July 7, 1887, and remained in possession thereof and operated the same until December 22, 1887.

SALE BY THE MASTER

Of date October 15, 1887, P. T. Lomax, Master, acting in pursuance of the decree of July 7, 1887, sold all of the railroad property and franchises formerly belonging to the St. Louis, Keokuk and North Western Railway Company to Charles E. Perkins, and by deed dated December 22, 1887, the said Lomax by deed conveyed all of the railroad property and franchises formerly belonging to said railway company to Charles E. Perkins.

CHARLES E. PERKINS, PURCHASER

Charles E. Perkins, as purchaser, took possession of the St. Louis, Keokuk and North Western Railway Company, December 22, 1887, and remained in possession thereof and operated the same until January 7, 1888.

CONVEYANCE TO ST. L. K. & N. W. R. R. CO.

By deed dated January 7, 1888, Charles E. Perkins and wife conveyed to the St. Louis, Keokuk & Northwestern Railroad Company all of the railroad property and franchises formerly belonging to the St. Louis, Keokuk and North Western Railway Company.

CORPORATE EXISTENCE

No effort was made after the foreclosure of July 7, 1887, to maintain the corporate existence of this company.

XI

Iowa Northern Central Railroad Company

INCORPORATION

Incorporated under the general law of Iowa by Articles dated May 15, 1866, and filed with the Secretary of State of Iowa, March 4, 1867.

Article 2nd provided for a railroad as follows, to wit:

“ . . . from Cedar river, in the county of Linn, to Mount Pleasant, in Henry County, making points at Iowa City, in Johnson county, and Washington, in Washington county, Iowa.”

ORGANIZATION

The record book of this company is not available, and it is impossible to state when the company was organized. The Articles of Incorporation provided that the company was to commence on the 15th of May, 1866.

CONSTRUCTION

Immediately after its formation, this company commenced work preliminary to construction and made surveys from Mount Pleasant northerly to the Cedar River and from Mount Pleasant southerly toward the Lee County line, and acquired a considerable portion of the right of way along its proposed line and, prior to June, 1868, had constructed a grade from Mount Pleasant southerly toward the Henry County line to Skunk River, but did not complete any portion of the railroad it was authorized to build.

CONSOLIDATION

Pursuant to Articles of Consolidation dated October 14, 1870, and approved by the Directors of this company September 15, 1870 (filed with the Secretary of State of Iowa, November 23, 1870), this company consolidated all of its property and franchises with the Keokuk and Minnesota Railway Company, the consolidated corporation taking the name, The Keokuk, Iowa City and Minnesota Railroad Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of October 14, 1870, to maintain the corporate existence of this company.

XII

Keokuk and Minnesota Railway Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated May 21, 1869, and filed with the Secretary of State of Iowa, October 2, 1869.

Article II provided for a railroad between the following points, to wit:

“ . . . from the City of Keokuk on the Mississippi River, in the County of Lee and State of Iowa, to the north line of the State of Iowa, in the direction of the City of St. Paul.”

ORGANIZATION

The record book of this company is not available, and it is impossible to state when the corporation was organized. The Articles of Incorporation provided that the corporation was to commence May 21, 1869.

CONSTRUCTION

Immediately after its formation, this company commenced work preliminary to construction and made surveys from Keokuk northerly to the north line of Lee County, in the direction of Mt. Pleasant, and acquired a large portion of the right of way afterwards used by its successor, The Keokuk, Iowa City and Minnesota Railroad Company, and probably did some grading, but did not complete any portion of the railroad it was authorized to build.

CONSOLIDATION

By Articles of Consolidation, dated and effective October 14, 1870 (filed with the Secretary of State of Iowa, November 23, 1870), this company consolidated all of its railroad property and franchises with the Iowa Northern Central Railroad Company, the consolidated corporation taking the name, The Keokuk, Iowa City and Minnesota Railroad Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of October 14, 1870, to maintain the separate corporate existence of this company.

XIII

The Keokuk, Iowa City and Minnesota Railroad Company

Formed by consolidation of Iowa Northern Central Railroad Company and Keokuk and Minnesota Railway Company, pursuant to Articles of Consolidation, dated and effective October 14, 1870, and filed with the Secretary of State of Iowa, November 23, 1870.

Article 2 provided for a railroad as follows, to wit:

“ . . . from the city of Keokuk on the Mississippi River in Lee County, Iowa via Charleston, Salem, Mt. Pleasant, Washington and Iowa City to the north line of the State of Iowa in the direction of the City of St. Paul, Minnesota. . . . ”

ORGANIZATION

The record book of this company is not available, and it is impossible to state when this company was organized. The Articles of Consolidation provided that the corporation was to commence on October 14, 1870.

CONSTRUCTION

This company continued the construction work commenced by its predecessors, and by September 8, 1871, had completed twenty-three miles of the grade from Keokuk northerly toward Mt. Pleasant.

During 1872 the grade was completed to the south bank of Skunk

River, in Henry County, and the bridges were built on the entire line, but no track was laid by this company.

The grade from the north bank of Skunk River to Mt. Pleasant had been completed by the Iowa Northern Central Railroad Company prior to June, 1868.

Between 1872 and 1875 this company acquired a right of way and constructed a part of the grade along its proposed line from Mt. Pleasant northerly, via Crawfordsville and Washington, to the south side of the Cedar River, in Linn County, opposite the city of Cedar Rapids, but did not complete any portion of this section of its railroad.

SALE OF ROAD IN HENRY COUNTY

By decrees entered in the District Court of Henry County, Iowa, June 16, 1868, and March 9, 1874, liens in favor of the contractors were established on the roadbed and right of way then owned by the Iowa Northern Central Railroad Company and afterwards owned by its successor, The Keokuk, Iowa City and Minnesota Railroad Company, extending from Mt. Pleasant southerly to the north bank of Skunk River.

In pursuance of said decrees, the Sheriff of Henry County, Iowa, by deed dated April 28, 1874, conveyed the property belonging to The Keokuk, Iowa City and Minnesota Railroad Company, in Henry County, to H. S. Clark, who subsequently assigned his interest to H. Ambler and Charles Snider.

SALE OF ROAD BETWEEN KEOKUK AND THE CEDAR RIVER

In pursuance of a decree entered in the District Court of Lee County, Iowa, March 2, 1877, a lien was established in favor of the several contractors who had constructed the grade then owned by The Keokuk, Iowa City and Minnesota Railroad Company, and covering all of the property owned by this company, including its right of way from Keokuk to the south bank of the Cedar River, in Linn County.

Said decree apportioned the property of said railroad company as follows: That part from Keokuk to the north line of Lee County was decreed to be subject to a lien in favor of Guy Wells, William Timberman and others who had constructed a grade in the name of the Keokuk and Minnesota Railway Construction Company; from the north line of Lee County to Crawfordsville was confirmed in Henry Ambler and Charles Snider; from Crawfordsville to the south bank of the Cedar River in Linn County was apportioned to Prentice Ransom, Trustee, who by contract dated February 26, 1880, transferred to the Burlington and Northwestern Railway that portion of the right of way between Crawfordsville and Washington. The portion north of Washington was abandoned.

In pursuance of said decree, the Sheriff of Lee County conveyed by deed to William Timberman, Trustee, the right of way and grade formerly belonging to The Keokuk, Iowa City and Minnesota Railroad Company, extending from Keokuk to the north line of Lee County, said deed being dated April 11, 1877.

CONVEYANCES BY PURCHASERS

By deed dated February 10, 1881, Guy Wells, successor of William Timberman, Trustee, conveyed all of the railroad property and franchises between Keokuk and the north line of Lee County to the Keokuk and Northwestern Railroad Company.

By deed dated April 18, 1881, Henry Ambler and Charles Snider conveyed to the Keokuk and Northwestern Railroad Company all of the railroad property and franchises formerly belonging to the Iowa Northern Central Railroad Company and its successor, The Keokuk, Iowa City and Minnesota Railroad Company, consisting of a completed roadbed from the north bank of the Skunk River to Mt. Pleasant, and a partially constructed roadbed from Mt. Pleasant northerly to Crawfordsville.

CORPORATE EXISTENCE

No effort was made after the decree of March 2, 1877, to maintain the corporate existence of The Keokuk, Iowa City and Minnesota Railroad Company.

XIV

The Keokuk and North Western Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated September 7, 1876, and filed with the Secretary of State of Iowa, October 17, 1876.

Article 2nd provided as follows, to wit:

“The object of this corporation is to construct, maintain and operate a railroad from the city of Keokuk in Lee County, of Iowa, north and northwest, via Salem in Henry County, to such point or points as may hereafter be determined upon, together with the right to construct, maintain and operate such branches as the interests of commerce may demand.”

ORGANIZATION

Organized at Keokuk, Iowa, September 28, 1876, when the directors named in the Articles of Incorporation met and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the St. Louis, Keokuk and Northwestern Railway, at Keokuk, Iowa, northerly to the south line of Henry County, Iowa, near Salem, a distance (first main) of 33.56 miles, all in Iowa.

CONSTRUCTION

The right of way had been acquired by The Keokuk, Iowa City and Minnesota Railroad Company and its predecessors, and a grade had been completed and the bridges built between Keokuk and Mt. Pleasant. See "Acquisitions by Deeds," this company. The line between Keokuk and Salem was opened as follows: From Keokuk to Charleston, 17.29 miles, December 14, 1880; to Donnellson, 4.2 miles, October 16, 1880; to the north line of Lee County, near Salem, 12.07 miles, December 22, 1880.

ACQUISITIONS BY DEEDS

By deed dated February 10, 1881, this company acquired from Guy Wells, Trustee (successor to William Timberman, deceased), all of the grantors' interest in the roadbed and right of way between Keokuk and the north line of Lee County, formerly belonging to The Keokuk, Iowa City and Minnesota Railroad Company.

By deed dated April 18, 1881, this company acquired from Henry Ambler and Charles Snider all of the grantors' interest in the roadbed and right of way formerly belonging to The Keokuk, Iowa City and Minnesota Railroad Company, and extending from the south line of Henry County, to Mt. Pleasant and beyond.

OPERATION

This company did not operate any portion of the railroad it constructed. Upon the completion of the various sections of the road, operation was begun by the St. Louis, Keokuk and North Western Railway Company, pursuant to an agreement dated June 29, 1880, and subsequent lease dated July 3, 1880, and the line was operated by said St. Louis, Keokuk and North Western Railway Company (including the several extensions thereof as opened) until July 7, 1887. Operated from July 7, 1887, until February 1, 1888, by W. W. Baldwin, Receiver of the St. Louis, Keokuk and North Western Railway Company, as lessee; operated from February 1, 1888, until March 1, 1889, by the St. Louis, Keokuk and North Western Railroad Company, as lessee; operated from March 1, 1889, until May 1, 1889, by the St. Louis, Keokuk and North Western Railroad Company for Charles E. Perkins, Purchaser; for operation after May 1, 1889, see "Operation," Mt. Pleasant and Keokuk Railroad Company.

CONSOLIDATION

By Articles of Consolidation dated May 26, 1881, this company consolidated all of its property and franchises with the Keokuk, Mt. Pleasant and Northern Railroad Company, the consolidated corporation taking the name, Keokuk and Northwestern Railroad Company.

FORECLOSURE OF TRUST DEED

Of date July 1, 1880, this company executed a trust deed to Andros B. Stone, Trustee. Because of default in the payment of interest and

by decree entered in the United States District Court for the Southern District of Iowa, January 17, 1889, the railroad property and franchises belonging to this company were ordered to be sold, and of date March 1, 1889, P. T. Lomax, Master in Chancery, sold the same to Charles E. Perkins, the deed being dated April 1, 1889.

CORPORATE EXISTENCE

No effort was made after the consolidation of May 26, 1881, to maintain the separate corporate existence of this company.

XV

Keokuk, Mt. Pleasant & Northern Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated May 3, 1879, and filed with the Secretary of State of Iowa, May 13, 1879.

Article 2 provided as follows, to wit:

“That the object of said corporation is to acquire build and to secure the building and operating of a railroad from the south line of Henry County Iowa via Mt. Pleasant and Crawfordsville, to Washington, Iowa, and thence in a northern direction to such point as may be hereafter determined, and with such extension southward from south line of Henry County or elsewhere as may be hereafter designated, and such business as may be incident to the objects above set forth.”

ORGANIZATION

The record book of this company is not available, and it is impossible to state when the company was organized. The Articles of Incorporation provided that the company was to commence on May 3, 1879.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Keokuk and Northwestern Railroad at the south line of Henry County, near Salem, Iowa, thence northerly to Mt. Pleasant, Iowa, a distance (first main) of 14.53 miles, all in Iowa.

CONSTRUCTION

The grade from Mt. Pleasant southerly to the north bank of the Skunk River had been completed by the Iowa Northern Central Railroad Company, and most of the grade from the south bank of the Skunk River to Henry County line had been completed by The Keokuk, Iowa City and Minnesota Railroad Company, successor by consolidation to the Iowa Northern Central Railroad Company. Immediately after its organization this company commenced the work of preparing this grade for the track, and the line was opened from the south line of Henry County to Salem on December 22, 1880, but the road was not opened for traffic until January 31, 1881, when it was completed to Mt. Pleasant.

OPERATION

This company did not operate any portion of the railroad it constructed, but the line was operated from the date of the completion of the various sections thereof and until July 7, 1887, by the St. Louis, Keokuk and North Western Railway Company, in pursuance of contract dated September 13, 1880, and subsequent lease dated July 3, 1880; operated from July 7, 1887, until February 1, 1888, by W. W. Baldwin, Receiver of the St. Louis, Keokuk and North Western Railway Company, as lessee; operated from February 1, 1888, until March 1, 1889, by the St. Louis, Keokuk and North Western Railroad, as lessee; operated from March 1, 1889, until May 1, 1889, by the St. Louis, Keokuk and North Western Railroad Company for Charles E. Perkins, Purchaser; for operation after May 1, 1889, see "Operation," Mt. Pleasant and Keokuk Railroad Company.

CONSOLIDATION

By Articles of Consolidation, dated and effective May 26, 1881 (approved by the stockholders and directors of this company on that date), this company consolidated all of its property and franchises with The Keokuk and North Western Railroad Company, the consolidated corporation taking the name, Keokuk and Northwestern Railroad Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of May 26, 1881, to maintain the separate corporate existence of this company.

XVI

Keokuk and Northwestern Railroad Company (CONSOLIDATED COMPANY)

Formed by consolidation pursuant to Articles dated and effective May 26, 1881, between The Keokuk and North Western Railroad Company and the Keokuk, Mt. Pleasant & Northern Railroad Company. Filed for record in Lee County, Iowa, June 8, 1881, and recorded in Incorporation Book No. 2 at page 39.

Article 2 provided for a railroad as follows, to wit:

“ . . . from the City of Keokuk northwardly via Salem in Henry County Iowa and Mt. Pleasant Henry County Iowa to and toward Muscatine Iowa City Cedar Rapids Marengo and such other points as the Board of Directors may determine and shall have the power to construct such branches from their line to Fairfield and beyond or to such point or points as the Board of Directors may determine.”

ORGANIZATION

Effected at Keokuk, Iowa, May 30, 1881, when the Directors met and transacted business.

TERMINI AND DESCRIPTION

MAIN LINE (Acquired by Consolidation): From Keokuk, Iowa, northerly to Mt. Pleasant, Iowa, a distance (first main) of 48.09 miles, all in Iowa.

CONSTRUCTION

For construction of the railroad acquired by this company by the consolidation of May 26, 1881, see "Construction," Keokuk, Mt. Pleasant & Northern Railroad Company and The Keokuk and North Western Railroad Company, Original Company.

OPERATION

The line owned by this company was operated from the date of its completion and until July 7, 1887, by the St. Louis, Keokuk and North Western Railway Company as lessee; operated from July 7, 1887, until February 1, 1888, by W. W. Baldwin, Receiver of the St. Louis, Keokuk and North Western Railway Company, as lessee; operated from February 1, 1888, until March 1, 1889, by the St. Louis, Keokuk and Northwestern Railroad Company as lessee; operated from March 1, 1889, until May 1, 1889, by the St. Louis, Keokuk and Northwestern Railroad Company for Charles E. Perkins, Purchaser; for operation after May 1, 1889, see "Operation," Mt. Pleasant and Keokuk Railroad Company.

FORECLOSURE OF TRUST DEED

Of date July 1, 1880, this company executed a trust deed to Andros B. Stone, Trustee. Because of default in the payment of interest and by decree entered in the United States District Court for the Southern District of Iowa, January 17, 1889, the railroad property and franchises belonging to this company were ordered to be sold, and of date March 1, 1889, P. T. Lomax, Master in Chancery, sold the same to Charles E. Perkins, the deed being dated April 1, 1889.

DEED BY THE PURCHASER

By deed dated April 29, 1889, Charles E. Perkins and wife conveyed to the Mt. Pleasant and Keokuk Railroad Company all of the property and franchises formerly belonging to the Keokuk and Northwestern Railroad Company.

CORPORATE EXISTENCE

No effort was made after the decree of January 17, 1889, to maintain the corporate existence of this company.

XVII

Mt. Pleasant and Keokuk Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated April 4, 1889, and filed with the Secretary of State of Iowa, April 17, 1889, and recorded in Book Z, at page 225.

Article III provided as follows, to wit:

"The objects of said corporation are to purchase build, maintain and operate a line or lines of railroad as follows: Commencing at the depot of the Chicago, Burlington and Quincy Railroad Company, in the city of Mt. Pleasant, in Henry County, Iowa, and extending thence through the counties of Henry and Lee, upon the line of the Keokuk and Northwestern Railroad, as located and constructed, to the city of Keokuk, in Lee County, with full power to build branches and extensions from the main line, or any point thereon, to other towns or places within the State of Iowa. It is designed that said corporation shall purchase and acquire the railway and all the property and franchises of the Keokuk and Northwestern Railroad Company."

ORGANIZATION

Effected at Burlington, Iowa, April 5, 1889, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE (Acquired by Deed): From Keokuk, Iowa, northerly to Mount Pleasant, Iowa, a distance (first main) of 48.09 miles, all in Iowa.

ACQUISITION BY DEED

By deed dated April 29, 1889, and effective May 1, 1889, this company acquired from Charles E. Perkins and wife all of the property and franchises formerly belonging to the Keokuk and Northwestern Railroad Company (Consolidated Company) and consisting of a completed line of railroad from Keokuk northerly to Mt. Pleasant, Iowa.

CONSTRUCTION

This company did not construct any main line mileage. For construction of the line acquired by this company April 29, 1889, see "Construction," Keokuk and Northwestern Railroad Company (Consolidated Company).

OPERATION

The Mt. Pleasant and Keokuk Railroad Company did not operate the line it acquired by deed dated May 1, 1889, but the said line was operated from May 1, 1889, until June 17, 1889, by the St. Louis, Keokuk and Northwestern Railroad Company. For operation after June 17, 1889, see "Operation," St. Louis, Keokuk and Northwestern Railroad Company.

DEED TO ST. L. K. & N. W. R. R. CO

By deed dated and effective June 17, 1889, this company conveyed to the St. Louis, Keokuk & Northwestern Railroad Company its railroad from Keokuk to Mt. Pleasant, Iowa.

CORPORATE EXISTENCE

No effort was made after the conveyance of June 17, 1889, to maintain the corporate existence of this company.

XVIII

Keokuk Railway and Improvement Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated December 2, 1891, and filed with the Secretary of State of Iowa, December 14, 1891, and recorded in Book G-2, at page 500.

Article II of said original Articles provided as follows, to wit:

“The general nature of the business of this company is to build, construct, buy, purchase and own railways railroads and highways of every kind nature and description to be operated by steam or other motive power. . . .”

By an amendment to said Articles, adopted December 7, 1892, the company proposed to build the following railroad, to wit:

“. . . within the city of Keokuk, Lee County, Iowa, beginning at a point on the line of the St. Louis, Keokuk and Northwestern Railroad (formerly the Keokuk & Northwestern Railroad) between Seventh and Eighth Streets extended, and running thence to Johnson Street near the junction of Sixth and Johnson Streets in said city, thence northwardly in Johnson Street to the northern limits of the city, also a branch track starting at some point between block thirty two and the point where said road intersects Johnson Street and thence along and upon the alley between blocks sixty six, thirty five, thirty, twenty five and fourteen, together with such other side and spur tracks and switches in said city as the interests of the company may require.”

This company was organized in the interest of the St. Louis, Keokuk & Northwestern Railroad Company and for the purpose of securing up-town side track facilities at Keokuk, Iowa.

ORGANIZATION

Effected at Keokuk, Iowa, December 27, 1891, by the election of officers.

TERMINI AND DESCRIPTION

Main side track extending from a connection with the St. Louis, Keokuk & Northwestern Railroad between Seventh and Eighth Streets, City of Keokuk, Iowa, and extending thence easterly and northerly 1.05 miles, together with branch side tracks connecting with said main side track, aggregating 2.86 miles. Total mileage of main and branch side tracks, 3.91 miles.

CONSTRUCTION

The first track was built during 1893 and additions have been made from time to time as needed.

OPERATION

The track built in the name of this company was never operated by it, but was operated from the date of its completion and until December 15, 1900, by the St. Louis, Keokuk & Northwestern Railroad Company

as lessee. For operation after last named date, see "Operation," St. Louis, Keokuk & Northwestern Railroad Company.

This track has never been operated as main line, but has been used as a side track since the day it was built.

DEED TO ST. L. K. & N. W. R. R. CO.

By deed dated December 15, 1900, this company conveyed to the St. Louis, Keokuk & Northwestern Railroad Company all of its property and franchises.

CORPORATE EXISTENCE

No effort was made after 1903 to maintain the corporate existence of this company.

XIX

St. Louis, Keokuk & Northwestern Railroad Company

INCORPORATION

Incorporated under the general laws of Iowa by Articles dated December 3, 1887, and filed with the Secretary of State of Iowa, December 23, 1887.

Article III provided for a railroad as follows, to wit:

" . . . Commencing at the city of Mt. Pleasant, in Henry County, Iowa, and extending thence by way of Keokuk, Lee County, Iowa, to the city of St. Louis, Missouri, to the Mississippi River and the Union Depot and such other points and terminals in said city as the Board of Directors may determine; also to the bridge of the Keokuk & Hamilton Bridge Company, at Keokuk, Iowa; with full power to build branches and extensions from the main line, or any point thereon, to other towns or places within the states of Iowa and Missouri. It is designed that said corporation shall purchase the railway and all the property and franchises of the St. Louis, Keokuk and Northwestern Railway Company between Keokuk, Iowa, and Dardenne, Missouri, and construct and complete said railway to and into the city of St. Louis, Missouri."

ORGANIZATION

Effected at Burlington, Iowa, December 19, 1887, when the directors named in the Articles of Incorporation met and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE (Acquired by Deed): From Keokuk, Iowa (connection with the Keokuk and Hamilton Bridge Company's track), thence southerly to West Quincy, Missouri, to a connection with The Quincy Rail Road Bridge Company's tracks, a distance (first main) of 36.68 miles; from Moody [Mark], Missouri (connection with the Hannibal and St. Joseph Railroad), southerly via Hannibal and Clarksville to Dardenne [St. Peters], Missouri (connection with the Wabash Railway), a distance (first main) of 92.16 miles.

MAIN LINE EXTENSION (Constructed by this Company): From a connection with the main line above described at Cuivre Junction, Missouri, thence southerly via West Alton to and into the City of St. Louis, a distance (first main) of 48.47 miles.

(NOTE.—During May and June, 1907, 10.6 miles of the railroad owned by this company and extending from Cuivre Junction southerly to a connection with the Wabash at Dardenne [St. Peters] was abandoned, its utility being replaced by the present main line from Cuivre Junction to St. Louis.)

MAIN LINE (Acquired by Deed): From Keokuk, Iowa, northerly to Mt. Pleasant, Iowa, a distance (first main) of 48.09 miles.

BRANCH LINES: At West Alton, Missouri, .46 miles, and at St. Louis, Missouri, .04 miles.

Total mileage owned (prior to June, 1907), 225.90 miles; 51.16 miles in Iowa and 174.74 miles in Missouri.

Total mileage operated prior to June, 1907, 229.77 miles, of which 225.90 miles were owned and 3.87 miles operated under trackage contract; total mileage operated after June, 1907, 219.17 miles, of which 215.30 miles were owned and 3.87 miles operated under trackage contract.

ACQUISITIONS BY DEEDS

By deed dated January 7, 1888, this company acquired from Charles E. Perkins and wife all of the railroad property and franchises belonging to the St. Louis, Keokuk and North Western Railway Company and consisting of a completed railroad from Keokuk, Iowa, to Dardenne, [St. Peters], Missouri.

By deed dated June 17, 1889, this company acquired from the Mt. Pleasant and Keokuk Railroad Company all of the railroad property and franchises formerly belonging to said company and consisting of a completed railroad between Keokuk and Mt. Pleasant, Iowa.

CONSTRUCTION

EXTENSION INTO ST. LOUIS: Early in 1887 it was decided to build an independent line into St. Louis and purchases of land in that city for terminals was commenced, and active work was begun in December, 1889, upon a location from Cuivre Junction via Texas Junction and Bellefontaine Bluffs into the St. Louis Terminal Freight Station at Franklin Avenue. Grading was begun in April, 1892, and the line to Texas Junction (24.18 miles) was completed July 21, 1893, and from Texas Junction to Franklin Avenue (24.25 miles) March 4, 1894.

By an Act of Congress, approved February 17, 1888, the St. L., K. & N. W. R. R. Co. was authorized to build the Bellefontaine Bridge. Excavation for the abutment on the south side began July 4, 1892. Contract for the superstructure was made with the New Jersey Steel and Iron Company on June 18, 1892. The first train crossed the bridge on

December 26, 1893, and it was opened for business when the extension to St. Louis was opened on March 4, 1894.

For construction of the lines acquired by this company by deeds, see "Construction," St. Louis, Keokuk and North Western Railway Company and Keokuk and Northwestern Railroad Company (Consolidated Company).

TRACKAGE: The new Union Station at St. Louis was opened September 2, 1894.

March 17, 1895, connection was made at North Market Street in St. Louis with the tracks of the St. Louis Merchants Bridge Terminal Railway, and all passenger trains thereafter were run over its tracks, partly on an elevated structure to and into the new Union Station, and the Mound Street passenger station of this company was closed.

This company also operated, etc.:

	Miles.	Owned by
West Quincy to Moody, Mo.....	4.07	H. & St. J. R. R. Co.
West Quincy to Quincy.....	3.77	C. B. & Q. R. R. Co.
N. Market St. to Union Depot, St. Louis.	3.88	Ter. R. R. Assn.
West Alton to Alton.....	2.93	St. C. M. & St. L. Belt.
Alton to East St. Louis.....	22.85	C. C. C. & St. L. R. R. Co.
Various terminal tracks at Hannibal and Louisiana, Mo., and Mt. Pleasant and Keokuk, Iowa, and Alton and East St. Louis, Illinois.....	2.87	Various.

OPERATION

This company operated its line from the date of the acquisition or completion of the several sections thereof (as hereinbefore set out) and until July 1, 1900; operated from July 1, 1900, until January 1, 1901, by the Chicago, Burlington & Quincy Railroad Company as lessee; operated since January 1, 1901, by the Burlington Company as owner by deed.

LEASE TO C. B. & Q.

Of date July 1, 1900, this company leased all of its railroad for twenty-five years to the Chicago, Burlington & Quincy Railroad Company, pursuant to purchase of stock and bonds from A. B. Stone and associates December 14, 1880.

DEED TO C. B. & Q.

By deed dated January 1, 1901, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its railroad property and franchises, its railroad being described as follows:

"Its certain railroad, beginning at Mt. Pleasant Junction, in Henry County, Iowa, where it connects with the railroad of the Chicago, Burlington & Quincy Rail Road Company, thence extending southerly via Keokuk to St. Louis, Missouri, a distance of about two hundred fourteen and sixty-six hundredths

(214.66) miles; also a branch extending from Cuivre Junction to St. Peters, both in St. Charles County, Missouri, a distance of about ten and fifty-five hundredths (10.55) miles; also a branch forty-six hundredths (.46) of a mile in length at West Alton, in St. Charles County, Missouri; also a branch four hundredths (.04) of a mile in length in the City of St. Louis, Missouri;”

CORPORATE EXISTENCE

This company is still in active existence.

CORPORATE RECORDS

Such corporate records of this company and of its predecessors as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Canton and Bloomfield Railroad Company, incorporated by Special Act of the Missouri Legislature, approved February 27, 1851.
- (2) Special Act of the Missouri Legislature, approved February 23, 1853, authorizing the Canton and Bloomfield Railroad Company to construct a branch line to La Grange, Missouri.
- (3) Mississippi and Missouri River Air-Line Railroad Company, incorporated by Special Act of the Missouri Legislature, approved February 17, 1857.
- (4) Deed dated June 25, 1860, from Canton and Bloomfield Railroad Company conveying to Mississippi and Missouri River Air-Line Railroad Company all of the grantors' property and franchises.
- (5) Special Act of the Missouri Legislature, approved March 23, 1868, authorizing the Mississippi and Missouri River Air-Line Railroad Company to build an extension from Canton to the west end of the Quincy Railroad Bridge.
- (6) Alexandria, Canton, LaGrange and West Quincy Railroad Company, incorporated by Special Act of the Missouri Legislature, approved February 18, 1865.
- (7) Consolidation between Alexandria, Canton, LaGrange and West Quincy Railroad Company and Mississippi and Missouri River Air-Line Railroad Company, pursuant to Articles dated April 1, 1870, and effective April 8, 1870, the consolidated corporation taking the name, The Mississippi and Missouri River Air-Line Railroad Company.
- (8) Mississippi Valley and Western Railway Company, incorporated under the general laws of Iowa by Articles dated January 25, 1871, and filed with the Secretary of State of Iowa, February 8, 1871.
- (9) Consolidation of The Mississippi and Missouri River Air-Line Railroad Company and Mississippi Valley and Western Railway

- Company, pursuant to Articles dated January 30, 1871, the consolidated corporation taking the name, Mississippi Valley and Western Railway Company (First Consolidated Company).
- (10) The Clarksville and Western Railroad Company, incorporated under the general laws of Missouri by Articles executed January 11, 1870, and filed with the Secretary of State of Missouri, January 15, 1870.
 - (11) Resolution of the Directors of The Clarksville and Western Railroad Company, adopted April 29, 1871 (filed with the Secretary of State of Missouri, May 12, 1871), providing for extensions of said Clarksville and Western Railroad from Clarksville to St. Charles, Missouri, and from Clarksville northerly to Louisiana, Missouri.
 - (12) The Mississippi Valley Railroad Company, incorporated under the general laws of Missouri by Articles executed May 22, 1871, and filed with the Secretary of State of Missouri, May 24, 1871.
 - (13) Resolution of Directors of The Mississippi Valley Railroad Company, adopted August 3, 1872, providing for an extension from Hannibal southerly to a junction with The Clarksville and Western Railroad.
 - (14) Consolidation of Mississippi Valley and Western Railway Company (First Consolidated Company), and The Clarksville and Western Railroad Company and The Mississippi Valley Railroad Company, pursuant to Articles dated January 20, 1873, the consolidated corporation taking the name, Mississippi Valley and Western Railway Company (Second Consolidated Company).
 - (15) Trust deed, executed by the Mississippi Valley and Western Railway Company (First Consolidated), March 12, 1872, to James M. Walker and J. Alder Ellis, Trustees, and trust deed, executed by said company (Second Consolidated), January 20, 1873, to James M. Walker and A. Stone, Jr., foreclosed in the Circuit Court of the United States for the Eastern District of Missouri, and by decree entered January 27, 1875, the railroad property ordered sold, and Joseph Shippen appointed Master to execute the decree.
 - (16) Master's deed, dated June 16, 1875, from Joseph Shippen, conveying to Andros B. Stone all of the railroad property and franchises formerly belonging to the Mississippi Valley and Western Railway Company (Second Consolidated Company), said deed being in pursuance of the decree of January 27, 1875, and of the sale of April 14, 1875.
 - (17) St. Louis, Keokuk and North Western Railway Company, incorporated under the general laws of Iowa by Articles dated May

- 17, 1875, and filed with the Secretary of State of Iowa, January 15, 1876.
- (18) Deed, dated June 22, 1875, from Andros B. Stone and wife, conveying to St. Louis, Keokuk and North Western Railway Company all of the property and franchises formerly belonging to the Mississippi Valley and Western Railway Company (Second Consolidated Company).
 - (19) Trust deed, of November 10, 1875, executed by St. Louis, Keokuk and North Western Railway Company to Dan P. Fells, Trustee, foreclosed in the Circuit Court of the United States for the Southern District of Iowa, and by decree entered July 7, 1887, the railroad property was ordered to be sold, and William W. Baldwin appointed Receiver.
 - (20) Master's Deed, dated December 22, 1887, from P. T. Lomax, conveying to Charles E. Perkins all of the railroad property and franchises formerly belonging to the St. Louis, Keokuk and North Western Railway Company, said deed being in pursuance of the decree of July 7, 1887, and of the sale of October 15, 1887.
 - (21) St. Louis, Keokuk & Northwestern Railroad Company, incorporated under the general laws of Iowa by Articles dated December 3, 1887, and filed with the Secretary of State of Iowa, December 23, 1887.
 - (22) Deed dated January 7, 1888, from Charles E. Perkins and wife, conveying to the St. Louis, Keokuk & Northwestern Railroad Company all of the railroad property and franchises formerly belonging to the St. Louis, Keokuk and North Western Railway Company.
 - (23) Iowa Northern Central Railroad Company, incorporated under the general laws of Iowa by Articles dated May 15, 1866, and filed with the Secretary of State of Iowa, March 4, 1867.
 - (24) Keokuk and Minnesota Railway Company, incorporated under the general laws of Iowa by Articles dated May 21, 1869, and filed with the Secretary of State of Iowa, October 2, 1869.
 - (25) Consolidation of Keokuk and Minnesota Railway Company and Iowa Northern Central Railroad Company, pursuant to Articles dated and effective October 14, 1870 (filed with the Secretary of State of Iowa, November 23, 1870), the consolidated corporation taking the name, The Keokuk, Iowa City and Minnesota Railroad Company.
 - (26) Decrees of the District Court of Henry County, Iowa, entered June 16, 1868, and March 9, 1874, declaring liens in favor of the construction contractors on all that part of the railroad property in Henry County, Iowa, belonging to the Iowa Northern Central Railroad Company and its successor, The Keokuk, Iowa City and Minnesota Railroad Company.

- (27) Sheriff's deed, dated April 28, 1874, in pursuance of decrees of Henry County, Iowa, District Court, entered June 16, 1868, and March 9, 1874, conveying to H. S. Clark the roadbed and right of way in Henry County, Iowa, formerly belonging to The Keokuk, Iowa City and Minnesota Railroad Company.
- (28) Assignment by H. S. Clark, Purchaser, to H. Ambler and Charles Snider of all of the grantors' interest in the roadbed and right of way of The Keokuk, Iowa City and Minnesota Railroad Company in Henry County, Iowa.
- (29) Decree of the District Court of Lee County, Iowa, entered March 2, 1877, declaring a lien in favor of the contractors on all of the right of way and grade belonging to The Keokuk, Iowa City and Minnesota Railroad Company, in Lee County, Iowa.
- (30) Sheriff's deed, dated April 11, 1877, conveying to William Timberman, Trustee, the right of way and grade in Lee County, Iowa, formerly belonging to The Keokuk, Iowa City and Minnesota Railroad Company, said deed being in pursuance of the decree of the District Court of Lee County, Iowa, entered March 2, 1877.
- (31) The Keokuk and North Western Railroad Company, incorporated under the general laws of Iowa by Articles dated September 7, 1876, and filed with the Secretary of State of Iowa, October 14, 1876.
- (32) Deed dated February 10, 1881, from Guy Wells, successor in trust to William Timberman, deceased, conveying to The Keokuk and North Western Railroad Company all of the grantors' interest in the roadbed and right of way formerly belonging to The Keokuk, Iowa City and Minnesota Railroad Company, situate in Lee County, Iowa.
- (33) Deed from H. Ambler and Charles Snider, dated April 18, 1881, conveying to The Keokuk and North Western Railroad Company all of the grantors' interest in the roadbed and right of way formerly belonging to The Keokuk, Iowa City and Minnesota Railroad Company, situate in Henry County, Iowa.
- (34) Keokuk, Mt. Pleasant & Northern Railroad Company, incorporated under the general laws of Iowa by Articles dated May 3, 1879, and filed with the Secretary of State of Iowa, May 13, 1879.
- (35) Consolidation of the Keokuk, Mt. Pleasant & Northern Railroad Company into The Keokuk and North Western Railroad Company, pursuant to Articles dated and effective May 26, 1881, the consolidated corporation taking the name, Keokuk and Northwestern Railroad Company.
- (36) Trust deed, executed by The Keokuk and North Western Railroad Company, July 1, 1880, to Andros B. Stone, Trustee, foreclosed

- by decree of the United States District Court for the Southern District of Iowa, entered January 17, 1889, and the railroad property and franchises ordered sold.
- (37) Master's deed, dated March 1, 1889, by P. T. Lomax, conveying to Charles E. Perkins all of the railroad property and franchises formerly belonging to Keokuk and Northwestern Railway Company.
 - (38) Mt. Pleasant and Keokuk Railroad Company, incorporated under the general laws of Iowa by Articles dated April 4, 1889, and filed with the Secretary of State of Iowa, April 17, 1889.
 - (39) Deed dated April 29, 1889, from Charles E. Perkins and wife, conveying to the Mt. Pleasant and Keokuk Railroad Company all of the railroad property and franchises formerly belonging to The Keokuk and North Western Railroad Company.
 - (40) Deed dated and effective June 17, 1889, from Mt. Pleasant and Keokuk Railroad Company to the St. Louis, Keokuk & Northwestern Railroad Company, conveying all of the grantors' franchises and property.
 - (41) Keokuk Railway and Improvement Company incorporated under the general laws of Iowa by Articles dated December 2, 1891, and filed with the Secretary of State of Iowa, December 14, 1891.
 - (42) Deed dated December 15, 1900, from Keokuk Railway and Improvement Company, conveying to the St. Louis, Keokuk & Northwestern Railroad Company all of the grantor's property and franchises.
 - (43) Lease for twenty-five years, dated July 1, 1900, from St. Louis, Keokuk & Northwestern Railroad Company to Chicago, Burlington & Quincy Railroad Company.
 - (44) Deed dated January 1, 1901, from St. Louis, Keokuk & Northwestern Railroad Company to Chicago, Burlington & Quincy Railroad Company.

The St. Joseph & Des Moines Railroad Company

INCORPORATION

Incorporated under the general laws of Missouri by articles executed August 20, 1877, and filed with the Secretary of State for Missouri, August 28, 1877.

Said Articles provided for a railroad between the following points, to wit:

“ . . . from the City of St. Joseph in Buchanan County, in a north easterly direction to, or near unto the City of Albany in Gentry County, in the State of Missouri.”

ORGANIZATION

Organized at St. Joseph, Missouri, August 20, 1877, when the directors named in the Articles of Association met and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE: From St. Joseph, Missouri, northeasterly to Albany, Missouri, a distance (first main) of 48.09 miles, all in Missouri.

As originally constructed, this line was narrow gauge. The work of widening the gauge to standard was completed May 1, 1885.

CONSTRUCTION

Construction commenced early in 1878 and the road was completed and opened for traffic from St. Joseph to Helena, 17.97 miles, November 4, 1878; to Union Star, 5.91 miles, March 24, 1879; to King City, 7.07 miles, July 17, 1879; to Albany, 17.14 miles, October 15, 1879.

The work of widening the gauge of this railroad from narrow (three feet) to standard was commenced April 4, 1884, and the line was completed and opened for traffic as a standard gauge railroad May 1, 1885.

OPERATION

The St. Joseph & Des Moines Railroad Company operated its line from the date of the completion of the several sections thereof until May 1, 1885; operated from May 1, 1885 (under lease dated October 1, 1884), and until January 1, 1901, by the Chicago, Burlington & Quincy Railroad Company as lessee; operated since January 1, 1901, by the Burlington Company as owner by deed.

LEASE TO C. B. & Q.

By lease dated October 1, 1884 (effective May 1, 1885, upon the widening of the gauge of this company's railroad to standard), this com-

pany leased all of its railroad property and franchises in perpetuity to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated January 1, 1901, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its railroad property and franchises, its said railroad being described as follows, to wit:

“Its certain railroad, beginning at St. Joseph, in Buchanan County, Missouri, thence extending northeasterly to Albany, in Gentry County, said State, a distance of about forty-eight and nine hundredths (48.09) miles.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The St. Joseph & Des Moines Railroad Company, incorporated under the general laws of Missouri, by Articles executed August 20, 1877.
- (2) Lease in perpetuity, dated October 1, 1884 (effective May 1, 1885), from The St. Joseph & Des Moines Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, dated January 1, 1901, from The St. Joseph & Des Moines Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Grant City and Southern Railroad Company

INCORPORATION

Incorporated under the general laws of Missouri by Articles executed June 3, 1898, and filed with the Secretary of State for Missouri, June 4, 1898.

Article 3 provided for a railroad between the following points, to wit:

“Beginning at the Town of Grant City, in Worth County, Missouri, and extending thence in a southerly direction, upon the most convenient and practicable route through the valley of the middle fork of the Grand River, in the Counties of Worth and Gentry, in the State of Missouri, to a point on the St. Joseph and Des Moines Railroad, about 2 miles westerly from Albany, Missouri; entire length of said line being about 20 miles.”

ORGANIZATION

Organized at St. Joseph, Missouri, June 7, 1898, when the directors named in the Articles of Association met and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE: From Grant City, Missouri (connection with the Leon, Mount Ayr and Southwestern Railroad), southerly to a connection with the St. Joseph and Des Moines Railroad, at Albany Junction, Missouri, a distance (first main) of 19.93 miles, all in Missouri.

CONSTRUCTION

Construction commenced on April 10, 1899. Track laying began August 15, 1899, and was completed on October 26, 1899. The road was completed and opened for traffic November 6, 1899.

OPERATION

This company did not operate any portion of the railroad constructed in its name, but said railroad was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company until January 1, 1901, as lessee; since January 1, 1901, as owner by deed.

LEASE TO C. B. & Q.

Of date November 1, 1899, this company leased all of its railroad, then in the course of construction, for the term of 50 years, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

Of date January 1, 1901, the Grant City and Southern Railroad Company conveyed all of its property and franchises by deed to the Chicago, Burlington & Quincy Railroad Company, the said railroad being described as follows, to wit:

“ Its certain railroad, beginning at Grant City, in Worth County, Missouri, thence extending southerly to Albany Junction, in Gentry County, said State, a distance of about nineteen and ninety-three hundredths (19.93) miles.”

CORPORATE EXISTENCE

Corporate organization of this company has been abandoned.

CORPORATE RECORDS

Such records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Grant City and Southern Railroad Company, incorporated under the general laws of Missouri by Articles executed June 3, 1898, and filed with the Secretary of State, June 4, 1898.
- (2) Lease for 50 years, dated November 1, 1899, from Grant City and Southern Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, dated January 1, 1901, from the Grant City and Southern Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

St. Joseph and Nebraska Railroad Company

INCORPORATION

Incorporated under the general laws of Missouri by Articles executed (Des Moines County, Iowa) May 6, 1882, and filed with the Secretary of State for Missouri, May 17, 1882.

Article IV provided for a railroad between the following points, to wit:

“Beginning at a point on the main line of the railroad of the Kansas City, St. Joseph and Council Bluffs Railroad Company, about four (4) miles south of Bigelow Station, in Holt County, Missouri, and extending thence in a westerly direction, through the said County of Holt, to the Missouri River, at or near a point opposite the town of Rulo, Nebraska, on said Missouri River, a distance of about ten (10) miles.”

ORGANIZATION

Organized at Burlington, Iowa, June 14, 1882, when the directors named in the Articles of Association met and transacted business.

TERMINI AND DESCRIPTION

MAIN LINE: From Napier, Missouri, northwesterly to a point on the east bank of the Missouri River, opposite Rulo, Nebraska, a distance (first main) of 8.90 miles, all in Missouri.

CONSTRUCTION

Construction commenced in September, 1882, and the road was completed and opened for traffic January 29, 1883.

OPERATION

This line was operated from the date of its completion (January 29, 1883) and until October 1, 1887, by the Kansas City, St. Joseph and Council Bluffs Railroad Company as lessee; operated from October 1, 1887, until January 1, 1901, by the Chicago, Burlington & Quincy Railroad Company as lessee; operated since January 1, 1901, by the Burlington Company as owner by deed.

LEASE TO C. B. & Q.

This line was originally leased, of date June 30, 1882, for 99 years to the Kansas City, St. Joseph and Council Bluffs Railroad Company, said lease remaining in effect until October 1, 1887.

Of date October 1, 1887, this company leased all of its line, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated January 1, 1901, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its property and franchises, its said railroad being described as follows, to wit:

“Its certain railroad beginning at Napier, in Holt County, Missouri, where it connects with the railroad of the Kansas City, St. Joseph & Council Bluffs Railroad Company, thence extending westerly a distance of about five and eighty-six hundredths (5.86) miles to a connection with the track to the Rulo Bridge, owned by the Atchison and Nebraska Railroad Company.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) St. Joseph and Nebraska Railroad Company, incorporated under the general laws of Missouri by Articles executed May 6, 1882.
- (2) Lease for 99 years, dated June 30, 1882, from St. Joseph and Nebraska Railroad Company to the Kansas City, St. Joseph & Council Bluffs Railroad Company; said lease being cancelled by mutual consent October 1, 1887.
- (3) Lease, in perpetuity, dated October 1, 1887, from the St. Joseph and Nebraska Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (4) Deed, dated January 1, 1901, from the St. Joseph and Nebraska Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Iowa & St. Louis Railway Company

INCORPORATION

Incorporated under the general law of Missouri by Articles dated — day of May, 1901, and filed with the Secretary of State of Missouri, May 18, 1901, and recorded in Book VI of Corporations, at page 409.

Original Articles filed with the Secretary of State of Iowa, April 2, 1902.

Original Articles provided for a railroad as follows, to wit:

“ . . . from a point on the Omaha, Kansas City & Eastern Railroad at or near the Town of Novinger, in Adair County, Missouri, in a general northerly direction along the bottom of the Chariton River to a point in Adair County near Sibley's Point . . . ”

Pursuant to an amendment adopted April 19, 1902 (filed with the Secretary of State of Missouri, May 16, 1902), the company proposed to extend its line as follows:

“ . . . from its present terminus in a northerly direction through the counties of Adair, Putnam and Schuyler in said State of Missouri and the County of Appanoose in the State of Iowa, to a point at or near Centerville in the said State of Iowa, and in a general southerly direction through the counties of Adair and Macon, in said State of Missouri, to a point at or near the town of Macon, in said State of Missouri, a distance of about 100 miles, with all necessary branches, lines, spurs, switches and sidings . . . ”

ORGANIZATION

Effected at Kansas City, Missouri, July 2, 1901, when the Incorporators met and transacted business.

TERMINI AND DESCRIPTION

MAIN LINE: From Elmer, Missouri (Mercyville), northerly to Sedan, Iowa, a distance (first main) of 52 miles, 5.43 miles in Iowa and 46.57 miles in Missouri.

CONSTRUCTION

During 1901 and 1902 this company built its original line from a connection with the Omaha, Kansas City and Eastern Railroad, at Novinger, Missouri, northerly to certain coal mines near Connelsville, a distance of approximately 3 miles, and also built about 7 miles of its line in Appanoose County, Iowa, extending from a connection with the Chicago, Rock Island and Pacific Railway near Centerville (Summit) southeasterly to Sedan, Iowa.

During 1903 the line was built from Sedan to Connelsville (connection with the original line as above described) and from Novinger

southerly to Elmer (Mercyville), and that part of the line between Connelsville and Novinger (original construction) was rebuilt. The line was completed and opened as follows: Novinger to Connelsville, 3.66 miles (rebuilt), May 4, 1903; Connelsville to Hilberton, 2.41 miles, May 18, 1903; Sedan southerly to the first bridge over the Chariton River north of Coal City, 2.35 miles, May 22, 1903; from Hilberton northerly to the first bridge over the Chariton River, 3.58 miles, June 20, 1903; from the first Chariton River bridge north of Hilberton to the first bridge over said river north of Coal City, 20.02 miles, July 16, 1903; from Novinger southerly to Elmer (Mercyville), 19.98 miles, November 28, 1903.

In addition to the above, this company also acquired a right of way from Elmer southerly towards Macon, Missouri, and constructed about ten miles of the grade from Elmer southerly, but no part of this extension south of Elmer was ever completed.

During 1903 the track from a connection with the Chicago, Rock Island & Pacific Railway near Centerville (Summit), southeasterly to Sedan, seven miles, was abandoned, leaving the present mileage (Sedan to Elmer) 52 miles.

OPERATION

The Iowa & St. Louis Railway Company operated its line from the date of completion of the various sections thereof and until September 1, 1903; all lines operated from September 1, 1903, until December 1, 1903, by the Chicago, Burlington & Quincy Railroad Company as lessee; operated since last named date by the Burlington Company as owner by deed.

LEASE TO C. B. & Q.

Of date September 1, 1903, this company leased all of its railroad, built and to be built, for twenty-five years, to the Chicago, Burlington & Quincy Railroad Company, pursuant to agreement dated March 24, 1903 between Messrs. Lambert, Hutchins, Keefe and Harris to buy said railway. Payment was made March 26, 1903.

DEED TO C. B. & Q.

By deed dated December 1, 1903, the Iowa & St. Louis Railway Company conveyed all of its railroad to the Chicago, Burlington & Quincy Railroad Company, its line being described as follows, to wit:

"Its certain railroad, beginning at a connection with the Chicago, Rock Island and Pacific Railway, at the station of Summit, in Appanoose County, Iowa, and extending thence in a generally southeasterly and southerly direction, through said county of Appanoose, Iowa, and the counties of Putnam, Schuyler, Adair, and Macon, in the State of Missouri, to the town of Mercyville, in said Macon County, Missouri, a distance of about fifty-nine (59) miles; . . ."

CORPORATE EXISTENCE

This company is still in active existence.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Iowa & St. Louis Railway Company, incorporated under the general laws of Missouri by Articles dated May —, 1901, and filed with the Secretary of State of Missouri, May 18, 1901.
- (2) Amendment filed May 16, 1902, providing for the extension of line from Connelsville northerly, via Sedan, to Centerville, and from Novinger southerly via Elmer to Macon.
- (3) Lease for twenty-five years, dated and effective September 1, 1903, from the Iowa & St. Louis Railway Company to the Chicago, Burlington & Quincy Railroad Company.
- (4) Deed dated December 1, 1903, from the Iowa & St. Louis Railway Company to the Chicago, Burlington & Quincy Railroad Company.

The Adair County Railroad Company

INCORPORATION

Incorporated under the general law of Missouri by Articles dated July 8, 1904, and filed with the Secretary of State of Missouri, July 9, 1904, and recorded in Volume VII, at page 352.

This company proposed to build the following railroad:

“ . . . from a connection with what is known as the Iowa & St. Louis Railway at a point near the station of Youngstown in Adair County, Missouri, in a general northwesterly direction over the most practicable route to a point in the Southwest Fourth of the Northwest quarter of Section Six (6), in Township Sixty-Two (62), and Range Sixteen (16), West, a distance in all of about Five (5) miles, and all within the County of Adair and State of Missouri.”

This company was formed in the interest of the Chicago, Burlington & Quincy Railroad Company for the purpose of acquiring right of way to coal mines.

ORGANIZATION

Organized at Kansas City, Missouri, July 9, 1904, when the directors named in the Articles met and elected officers.

TERMINI AND DESCRIPTION

MAIN LINE (See Note): From a connection with the Iowa and St. Louis Railway near Youngstown, Missouri, thence westerly and northwesterly to several coal mines, a distance (first main, as originally constructed) of approximately 4.5 miles, all in Missouri.

(NOTE.— This line has never been regarded as main line by the Chicago, Burlington & Quincy Railroad Company.)

CONSTRUCTION

The line was built during 1904 and 1905.

OPERATION

The Adair County Railroad Company did not operate any portion of the railroad it was authorized to build, but the line was operated as a spur track to coal mines (not as a common carrier) from the date of its completion by the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated November 14, 1911, this company conveyed to the Chicago, Burlington & Quincy Railroad Company all of its property, its railroad being described as follows, to wit:

“ . . . beginning at a point of connection with the railroad of the second party known as the Iowa & St. Louis Railway, near the Station of Youngstown,

in a general northwesterly direction to a point in the southwest Fourth ($\frac{1}{4}$) of the northwest Quarter of Section Six (6), in Township Sixty-Two (62) and Range Sixteen (16) west, together with all spur tracks connected thereto, with all the appurtenances thereto belonging or appertaining. . . .”

CORPORATE EXISTENCE

No effort has been made since the deed of November 14, 1911, to maintain the corporate existence of this company.

CORPORATE RECORDS

Such corporate records of this company as exist are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Adair County Railroad Company, incorporated under the general law of Missouri by Articles dated July 8, 1904, and filed with the Secretary of State of Missouri, July 9, 1904.
- (2) Deed of November 14, 1911, from The Adair County Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Old Monroe-Mexico Line

AUTHORITY FOR CONSTRUCTION

Pursuant to the general law of Missouri and to resolutions of the Board of Directors of the Chicago, Burlington & Quincy Railroad Company, adopted on March 31, 1903, and May 11, 1903, respectively, the said company declared its intention to locate and construct a branch line extending from a point near Old Mexico, Missouri, northwesterly to a connection with the Chicago and Alton Railroad at or near Mexico, Missouri. Resolutions filed with the Secretary of State of Missouri, April 8, 1903, and May 23, 1903.

TERMINI AND DESCRIPTION

BRANCH LINE: From a connection with the Chicago, Burlington & Quincy Railroad at Old Monroe, Missouri, thence northwesterly to a connection with the Chicago and Alton Railroad at Francis, Missouri, a distance (first main) of 63.27 miles, all in Missouri.

CONSTRUCTION

Construction commenced in the summer of 1903, and the line was completed in August, 1904, and opened for traffic on September 1, 1904.

OPERATION

This line has been operated since the date of its completion by the Chicago, Burlington & Quincy Railroad Company.

Chicago, Burlington & Quincy Railway Company

INCORPORATION

Incorporated under the laws of the State of Iowa by Articles dated October 15, 1901, which were filed with the Secretary of State of Iowa October 17, 1901, and recorded in Book M-3, page 303.

The principal purpose of the company, as stated in the Articles, was to take a Lease of the railroad and property of the Chicago, Burlington & Quincy Railroad Company.

ORGANIZATION

The first meeting of the directors was held at Burlington, Iowa, October 18, 1901.

TERMINI AND DESCRIPTION. LEASE OF C. B. & Q.

This company did not build or own any railroad. Of date November 20, 1901, there was executed between the company, as Lessee, and the Chicago, Burlington & Quincy Railroad Company, as Lessor, a Lease and a Supplemental Lease of all the railroads and property of said Lessor, for the period of ninety-nine years from September 30, 1901.

OPERATION

This company took possession of said property December 16, 1901, and operated the same from that date until July 1, 1907. Pursuant to a resolution of the Directors of the company of June 14, 1907, and deed of reconveyance dated June 20, 1907, the company relinquished possession of all said property and restored the same to the Lessor, such restoration to take effect June 30, 1907. The company is not the owner of any property.

CORPORATE EXISTENCE

No meetings of the Directors of the company have been held since December 8, 1909, and no meeting of the stockholders since November 1, 1911.

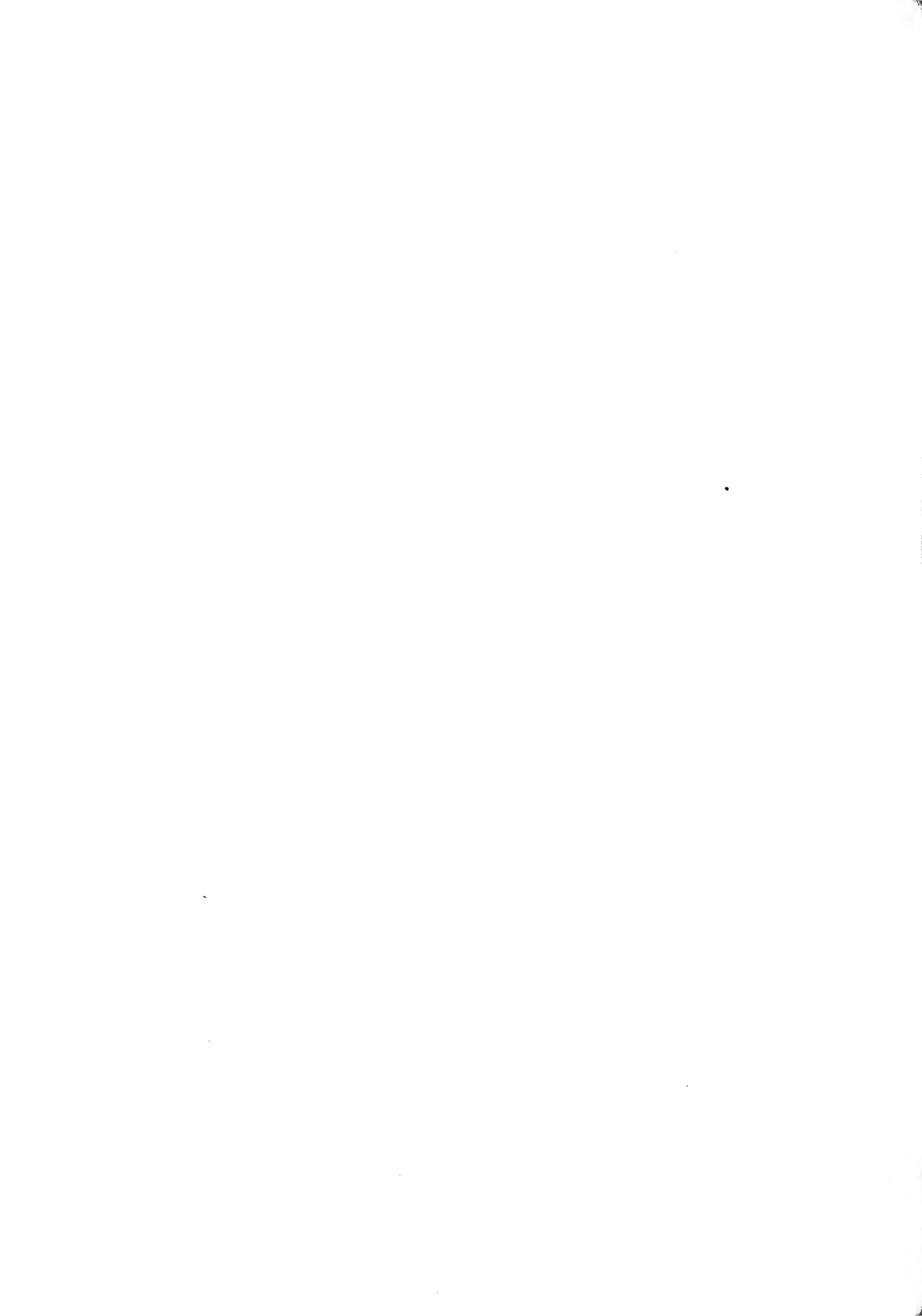
CORPORATE RECORDS

All the corporate records are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

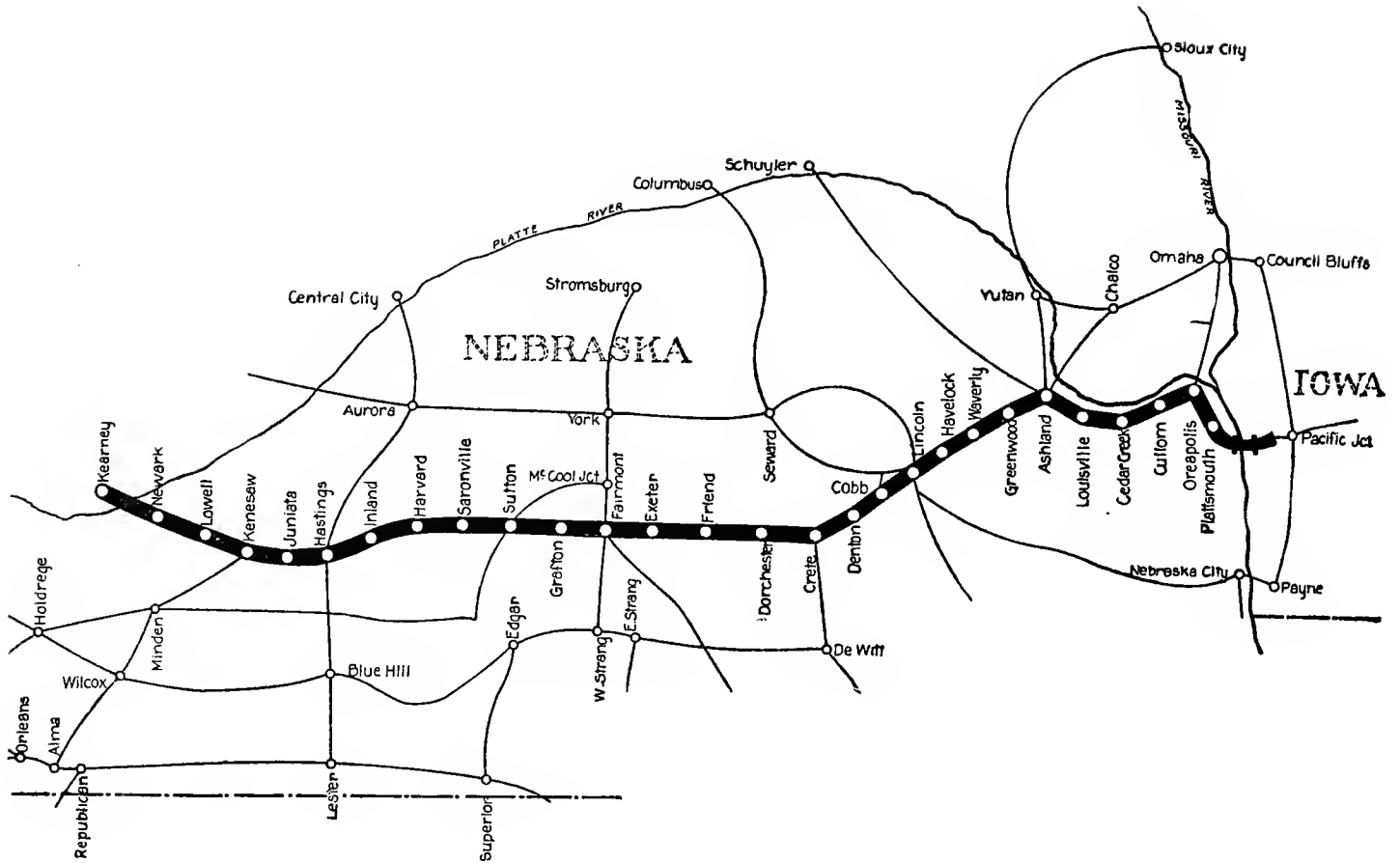
**LINES WEST OF THE MISSOURI
RIVER**

CORPORATE NAMES

1. BURLINGTON AND MISSOURI RIVER RAIL ROAD COMPANY IN NEBRASKA.
2. REPUBLICAN VALLEY RAILROAD COMPANY.
3. BURLINGTON AND COLORADO RAILROAD COMPANY.
4. THE NEBRASKA AND COLORADO RAILROAD COMPANY.
5. THE COLORADO AND WYOMING RAILROAD COMPANY.
6. CHEYENNE AND BURLINGTON RAILROAD COMPANY.
7. NEBRASKA RAILWAY COMPANY:
 - The Brownville, Fort Kearney and Pacific Rail Road Company.
 - Midland Pacific Railway Company.
8. ATCHISON AND NEBRASKA RAILROAD COMPANY:
 - Atchison and Nebraska City Railroad Company.
 - The Atchison & Nebraska City Railroad Company.
 - The Atchison and Nebraska Rail Road Company.
 - The Atchison, Lincoln and Columbus Railroad Company.
9. THE LINCOLN AND NORTH WESTERN RAILROAD COMPANY.
10. OMAHA AND SOUTH WESTERN RAILROAD COMPANY.
11. THE OMAHA AND NORTH PLATTE RAILROAD COMPANY.
12. THE GRAND ISLAND AND WYOMING CENTRAL RAILROAD COMPANY.
13. THE GRAND ISLAND AND NORTHERN WYOMING RAILROAD COMPANY.
14. THE BIG HORN SOUTHERN RAILROAD COMPANY.
 - (Toluca branch C. B. & Q. R. R. Co.)
15. NEBRASKA, WYOMING AND WESTERN RAILROAD COMPANY.
16. THE DENVER AND MONTANA RAILROAD COMPANY.
17. LINCOLN AND BLACK HILLS RAILROAD COMPANY.
18. OXFORD AND KANSAS RAILROAD COMPANY.
19. BEAVER VALLEY RAILROAD COMPANY.
20. REPUBLICAN VALLEY, KANSAS AND SOUTHWESTERN RAILROAD COMPANY (Consolidated Company):
 - Republican Valley and Kansas Railroad Company.
 - Burlington, Kansas and Southwestern Railroad Company.
21. CHICAGO, NEBRASKA AND KANSAS CITY RAILROAD COMPANY (Consolidated Company):
 - The Chicago, Iowa and Kansas Railroad Company (Nebraska).
 - The Chicago, Iowa and Kansas Railroad Company (Kansas).
22. REPUBLICAN VALLEY & WYOMING RAILROAD COMPANY.
23. THE KANSAS CITY & OMAHA RAILWAY COMPANY:
 - Kansas City and Omaha Rail Road Company.
24. THE SIOUX CITY AND WESTERN RAILWAY COMPANY:
 - The Nebraska and Western Railway Company.
 - The Sioux City, O'Neill and Western Railway Company.
25. THE DENVER, UTAH AND PACIFIC RAILROAD COMPANY:
 - The Longmont and Erie Railroad Company.
 - The Denver, Longmont and Northwestern Railroad Company.
 - The Colorado Northern Railway Company.
 - The Denver, Utah and Pacific Rail-road Company.
26. BIG HORN RAILROAD COMPANY.
27. THE DENVER, GOLDEN AND SALT LAKE RAIL ROAD COMPANY:
 - Chalco-Yutan Cut-Off (C. B. & Q. R. R. Co.)



Burlington and Missouri River Rail Road in Nebraska



Deeded to C. B. & Q. January 1, 1880, effective July 26, 1880 (confirmatory deed June 1, 1888).

■ Plattsmouth to Kearney (including Plattsmouth bridge), 194.01 miles.
Burlington and Missouri River Rail Road Company in Nebraska:

FROM	TO	COMPLETED
Plattsmouth	Louisville	February 15, 1870.
	South Bend	April 18, 1870.
	Ashland	May 9, 1870.
	Newton	July 6, 1870.
	Lincoln	July 26, 1870.
	Crete	June 12, 1871.
	Dorchester	July 4, 1871.
	Sutton	August 24, 1871.
	Harvard	December 20, 1871.
	Juniata	June 13, 1872.
	Lowell	July 8, 1872.
	Kearney	September 3, 1872.
	U. P. Transfer	September 18, 1872.
Plattsmouth Bridge		September 12, 1880.

Burlington and Missouri River Rail Road Company in Nebraska

INCORPORATION

Incorporated under General Law of Nebraska. Certificate of Incorporation was dated May 12, 1869, and filed with the Secretary of State, July 29, 1869. Articles were drawn May 12, 1869. Authorized to construct a railroad from the City of Plattsmouth, Nebraska, westward through the Counties of Cass, Saunders, Lancaster, Saline, Seward, York, Hamilton, Adams, Kearney, Merrick, Hall and Buffalo to Kearney, and from Plattsmouth eastward across the Missouri River to a connection with the railroad of the Burlington & Missouri River Railroad Company, a corporation in the State of Iowa.

RIGHTS AS ASSIGNEE OF B. & M. R. R. CO. (IOWA CORPORATION)

The road was built as a branch of the Union Pacific. The Burlington and Missouri River Rail Road Company in Nebraska became and was the assignee in Nebraska of the Burlington & Missouri River Railroad Company, a corporation of the State of Iowa, and thereby had conferred upon it certain rights of way through the public lands and a grant of lands in Nebraska, and other rights, as shown in various Acts of Congress, to wit:

1. The Act of July 1, 1862, which conferred upon the Union Pacific Railroad Company grants of land and rights of way through the public lands and other rights and privileges, and in Section 13 conferred upon the Hannibal and St. Joseph Railroad Company authority to extend its road to connect with the Union Pacific Railroad at any point east of the 100th meridian of west longitude, and granted to it the same rights and privileges as were granted to the Union Pacific Railroad Company.

2. The Act of July 2, 1864 (Section 18), authorized the Burlington & Missouri River Railroad Company, an Iowa corporation, to extend its road through Nebraska to a connection with the Union Pacific Railroad, not farther west than the 100th meridian of west longitude, and granted to it other rights and privileges, and by Section 20 it granted to this company the same privileges and immunities that had been granted to the Hannibal and St. Joseph Railroad Company by the act of July 1, 1862.

3. The Resolution of Congress of April 10, 1869, entitled "A Resolution in relation to the Burlington and Missouri River Railroad branch of the Union Pacific Railroad," authorized said Burlington & Missouri River Railroad Company, an Iowa corporation, to assign to a railroad company to be organized under the laws of the State of Nebraska all the rights, powers and privileges which said Iowa company had had conferred upon it by the several acts above mentioned.

4. The Act of May 6, 1870, authorized the Burlington & Missouri River Railroad Company or its assigns in the State of Nebraska to so change the location of its line as to connect with the Union Pacific Railroad at or near the Fort Kearney reservation.

5. An Act of the Iowa Legislature, approved March 25, 1880 (Ch. 128, Sec. 1), authorized "Any railroad company organized or created by or under the laws of any other State to extend and build its road, or any branches thereof, into the State of Iowa,"

6. An Act of the Nebraska Legislature (Laws 1866, R. S. Ch. 25, p. 229, Sec. 115) authorized " Every railroad company heretofore organized, or which may be hereafter organized under this subdivision, or which may accept the same as is hereinbefore provided, is hereby empowered to extend their road into or through any other State or Territory,"

Of date November 20, 1869, the Burlington & Missouri River Railroad Company, the Iowa corporation, assigned to the Burlington and Missouri River Rail Road Company in Nebraska all of the rights, powers, privileges and immunities granted to it by said Acts and Resolutions of Congress, including the right to build a railroad west of the Missouri River, and said land grant, and also the right to build a railroad bridge across the Missouri River at Plattsmouth, Nebraska, and the necessary approaches thereto.

ORGANIZATION

Effected by stockholders, November 15, 1869, at Plattsmouth, Nebraska.

TERMINI AND DESCRIPTION

The total mileage constructed by this company extended from Plattsmouth via Lincoln to Kearney, Nebraska (to a connection with the Union Pacific at the last named point), a total distance of 191.79 miles.

CONSTRUCTION

Commenced at Plattsmouth in July, 1869, and the road was completed and opened for business as follows: To Louisville, February 15, 1870; to South Bend, April 18; to Ashland, May 9; to Newton, July 6; to Lincoln, July 26, 1870; to Crete, June 12, 1871; to Dorchester, July 4; to Sutton, August 24; to Harvard, December 20, 1871; to Juniata, June 13, 1872; to Lowell, July 8, 1872; to Kearney, September 3, 1872. September 18, 1872, a connection was made with the Union Pacific Railroad at Kearney Junction.

PLATTSMOUTH BRIDGE

By authority of the Act of Congress of July 2, 1864, and the assignment thereof to this company, the railroad bridge over the Missouri River at Plattsmouth, Nebraska, was constructed. Work on the bridge commenced in August, 1879, and it was completed and opened to traffic, September 12, 1880, subsequent to sale to the C. B. & Q. R. R. Co.

OPERATION

This company operated the railroad it constructed from the date of the completion of the various sections until July 26, 1880, on which date the Chicago, Burlington & Quincy Railroad Company took possession of all its property (including its leasehold interests hereafter noted) by virtue of Articles of Consolidation and Sale as hereinafter

stated. Since July 26, 1880, this railroad has been operated by the Chicago, Burlington & Quincy Railroad Company.

ACQUISITIONS BY LEASE

In addition to the lines it constructed, this company leased and operated the following lines:

By lease, dated July 19, 1871, this company acquired for 999 years the railroad constructed under charter granted to the Omaha & South Western Railroad Company. (See separate corporate history of the Omaha & South Western Railroad Company.)

By lease, dated August 1, 1876, it acquired possession for five years of the lines constructed by the Nebraska Railway Company, and by supplemental contract and lease, of date June 5, 1877, this lease was extended for the term of 999 years, and included all of the lines constructed, or to be constructed, by the Nebraska Railway Company. (See separate corporate history of the Nebraska Railway Company.)

By lease, dated September 5, 1878 (effective July 1, 1878), this company acquired for 999 years all the lines of railroad constructed under the charter granted to the Republican Valley Railroad Company. Under a subsequent lease, dated June 30, 1879 (effective July 1, 1879) it acquired additional lines to be constructed by the Republican Valley Railroad Company. By lease and contract, dated February 2, 1882, certain changes were made in the lease, of date June 30, 1879, whereby certain portions of the lines of road, constructed by the Republican Valley and formerly leased to the Burlington and Missouri River Rail Road Company in Nebraska, were leased to the Chicago, Burlington & Quincy Railroad Company. (See separate corporate history Republican Valley Railroad Company.)

By lease, dated January 1, 1880, this company acquired for 999 years the railroad constructed under the charter granted to the Atchison & Nebraska Railroad Company. (See separate corporate history Atchison & Nebraska Railroad Company.)

By lease, dated January 1, 1880, this company acquired for 999 years the railroad constructed under the charter granted to the Lincoln & Northwestern Railroad Company, including all of its lines then constructed or thereafter to be constructed. (See separate corporate history Lincoln & Northwestern Railroad Company.)

AGREEMENT OF CONSOLIDATION

By an Indenture dated January 1, 1880, an agreement of consolidation was entered into between this company and the Chicago, Burlington & Quincy Railroad Company, and transfer of accounts were made as of that date.

DEED TO C. B. & Q. R. R. CO.

By deed, dated July 26, 1880 (confirmed June 1, 1888), this company conveyed all its property and franchises, including its several leasehold

interests, as above set out, thereby effecting consolidation as per agreement of January 1, 1880. The railroad conveyed being described as follows:

“commencing at the Town of Plattsmouth in Cass County, Nebraska, thence westerly through the Counties of Cass, Saunders, Lancaster, Saline, Fillmore, Clay, Adams, Kearney and Buffalo, all in the State of Nebraska, to the town of Kearney, in Buffalo County, Nebraska . . .; Also all leases of railroads and all other property, including the leases of the Omaha & Southwestern Railroad and all of the Nebraska Railway and of the Atchison & Nebraska Railroad and of the Lincoln and Northwestern Railroad, and all ferries and bridges, and the approaches thereto . . .”

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

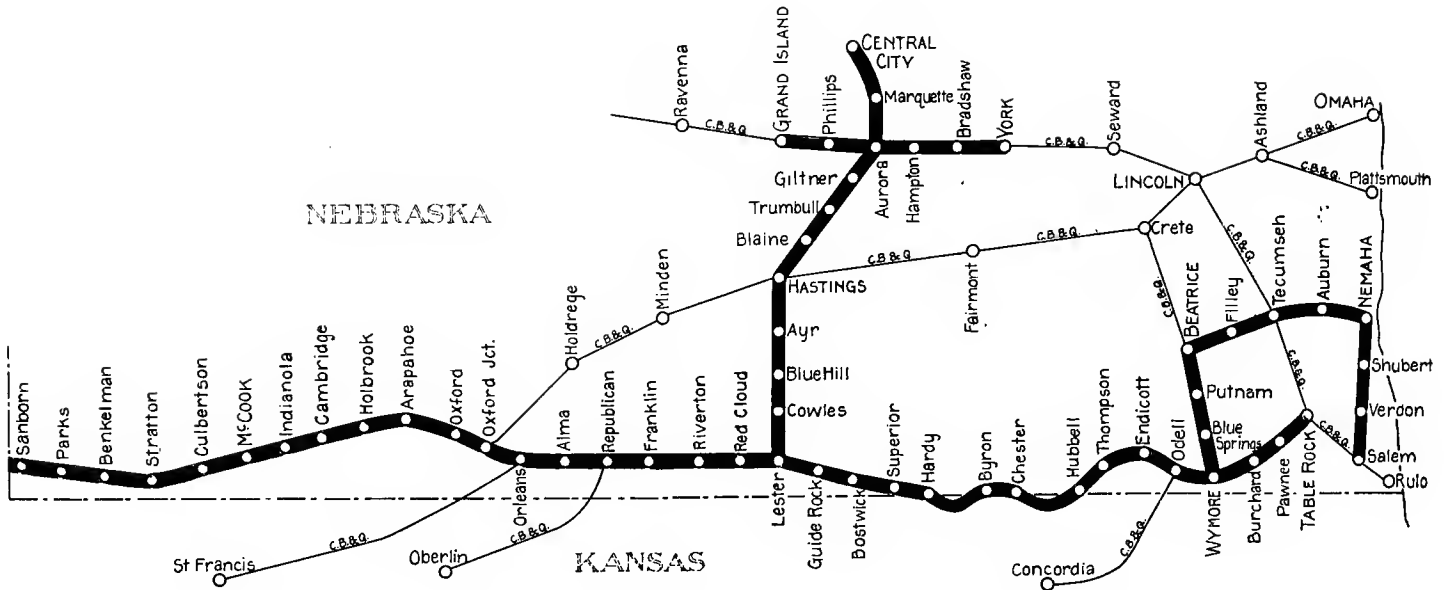
The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated under the General Law of Nebraska by Certificate and Articles, dated May 12, 1869.
- (2) Act of Congress, of date July 2, 1864, granting lands and certain rights and privileges to the Burlington & Missouri River Railroad Company, a corporation of the State of Iowa.
- (3) Resolution of Congress, of April 10, 1869, authorizing the Burlington & Missouri River Railroad Company (Iowa corporation) to assign to the Burlington and Missouri River Rail Road Company in Nebraska its right to build a railroad in Nebraska, and other rights and privileges.
- (4) Assignment, of date November 19, 1869, by the Burlington & Missouri River Railroad Company to the Burlington and Missouri River Rail Road Company in Nebraska of all the Assignor's rights and privileges secured by the several Acts of Congress, including its land grant and the right to build a railroad west of the Missouri River as a branch of the Union Pacific Railroad.
- (5) Lease for 999 years, of date July 19, 1871, by the Omaha & Southwestern Railroad Company to the Burlington and Missouri River Rail Road Company in Nebraska.
- (6) Lease for five years, of date August 1, 1876, by the Nebraska Railway Company to the Burlington and Missouri River Rail Road Company in Nebraska. Supplemental lease, of date June 5, 1877, extending term for 999 years.
- (7) Lease for 999 years, of date September 5, 1878, from the Republican Valley Rail Road Company to the Burlington and Missouri River Railroad Company in Nebraska.

- (8) Lease for 999 years, of date June 30, 1879, by the Republican Valley Railroad Company to the Burlington and Missouri River Rail Road Company, covering all of the lessor's rights, built or to be built. Modified by lease between same parties, dated February 2, 1882.
- (9) Lease for 999 years, of date January 1, 1880, from the Atchison & Nebraska Railroad Company to the Burlington and Missouri River Rail Road Company in Nebraska.
- (10) Lease for 999 years, of date January 1, 1880, from the Lincoln & Northwestern Railroad Company to the Burlington and Missouri River Rail Road Company in Nebraska.
- (11) Consolidation by sale and deed, of date July 26, 1880 (effective January 1, 1880), by the Burlington and Missouri River Rail Road Company in Nebraska to the Chicago, Burlington & Quincy Railroad Company, conveying all of the grantor's railroad property, franchises and leaseholds.
- (12) Confirmatory deed, of date June 1, 1888, from the Burlington and Missouri River Rail Road Company in Nebraska to the Chicago, Burlington & Quincy Railroad Company.

Republican Valley Railroad



All conveyed to C. B. & Q. by agreement of merger and sale dated March 1, 1882, and confirmed by deed dated June 1, 1888.

Republican Valley Railroad Company:

	FROM	TO	MILEAGE	COMPLETED
■	Hastings	Red Cloud	40.84	November 4, 1878.
		Bloomington	28.50	March 10, 1879.
		Republican	12.10	January 25, 1880.
		Orleans	11.60	February 29, 1880.
		Arapahoe	27.10	April 27, 1880.
		Indianola	27.80	May 23, 1880.
		Culbertson	22.45	October 10, 1881.
		Haigler	61.80	March 19, 1882.
		Neb.-Colo. State Line	7.22	May 29, 1882.
	Lester	Hardy	28.46	June 13, 1880.
Chester		17.05	August 22, 1880.	
Hubbell		7.35	December 5, 1880.	
Endicott		23.81	February 7, 1881.	
Beatrice	Wymore	11.69	February 7, 1881.	
	Endicott	27.30	July 25, 1881.	
Nemaha	Tecumseh	32.25	August 30, 1882.	
	Beatrice	32.94	September 2, 1883.	
Table Rock	Wymore	39.29	December 5, 1881.	
Salem	Nemaha	17.73	December 20, 1883.	
York	Aurora	21.70	November 3, 1879.	
Aurora	Hastings	27.75	September 13, 1886.	
Aurora	Central City	19.65	April 4, 1880.	
Aurora	Grand Island	18.51	June 8, 1884.	
	Total		564.89	

Republican Valley Railroad Company

INCORPORATION

Incorporated under the General Law of Nebraska. Certificate was dated March 28, 1878, and filed with the Secretary of State, March 30, 1878. By its certificate the company was authorized to build the following railroad, to wit:

"The eastern terminus . . . shall be a point on the line of the Burlington & Missouri River Rail Road Company in Nebraska at or near the town of Hastings in the county of Adams, in the State of Nebraska; thence said road shall pass southward or in a southwesterly direction along the most practicable route through the counties of Adams and Webster to a point in the Republican Valley at or near Red Cloud, in the county of Webster, state of Nebraska; and thence through Franklin County to a point in the Republican Valley on the western boundary of said Franklin County in said state of Nebraska."

By an amendment to its articles dated May 24, 1879, the company was authorized to construct the following extension to its line as above described, to wit:

"from the west line of Franklin County through Harlan, Furnas and Red Willow Counties to the west line of said last named county."

By an amendment dated September 5, 1881, the company was authorized to build the following extension to its line as authorized in the original charter and the amendment thereto (which completed the said line from Hastings, Nebraska, via Red Cloud, to the Nebraska-Colorado State line) as next above noted, to wit:

"from the west boundary line of Red Willow County westward . . . to the boundary line of the State of Nebraska, at a point on said boundary line in Section 10, Township 1, North Range 42, west of the sixth Principal Meridian."

By an amendment dated May 24, 1879, the company was authorized to build the following railroad, to wit:

"from Red Cloud, in Webster County, through the counties of Webster, Nuckolls, Thayer, Jefferson, Gage, Johnson and Nemaha to Nemaha in said Nemaha County."

"from Hastings, in Adams County, through Adams, Hamilton and York counties, to the town of York in said York County, with such branches as may hereafter be determined upon."

By an amendment of date December 29, 1880, the company was authorized to build the following railroad, to wit:

"from a point on the Blue River in Gage County, Nebraska, in Section 20, Township 2, Range 7, east of the 6th Principal Meridian, through the counties of Gage, Pawnee, Richardson and Nemaha to Nemaha City in said Nemaha County, with such branches as may be determined upon . . ."

ORGANIZATION

Company was organized July 31, 1878.

TERMINI AND DESCRIPTION

This company constructed the following railroad:

MAIN LINE: From a connection with the Burlington and Missouri River Rail Road in Nebraska at Hastings, Nebraska, thence southerly to Lester (formerly Amboy); thence westerly via Red Cloud and Oxford to a connection with the Burlington and Colorado Railroad at the Nebraska-Colorado State line west of Sanborn, Nebraska, a distance (first main) of 239.41 miles.

MAIN LINE: From a connection with the line above described at Lester, Nebraska, and extending thence easterly through the States of Nebraska and Kansas via Wymore and Beatrice to Nemaha, Nebraska, a distance (first main) of 180.85 miles; 12.81 miles in Kansas and 168.04 miles in Nebraska.

MAIN LINE: From a connection with the line last above described at Wymore, Nebraska, and extending thence easterly to a connection with the Atchison & Nebraska Railroad at Table Rock, Nebraska, a distance (first main) of 39.29 miles.

MAIN LINE: From a connection with this company's line at Nemaha, Nebraska, and extending from thence southerly to a connection with the Atchison and Nebraska Railroad at Salem, Nebraska, a distance (first main) of 17.73 miles.

MAIN LINE: Beginning at Hastings, Nebraska, and extending thence northerly and easterly via Aurora, Nebraska, to a connection with the Nebraska Railway at York, Nebraska, a distance (first main) of 49.45 miles.

BRANCH LINE: Beginning at a connection with the last above described line at Aurora, Nebraska, and extending thence westerly to a connection with The Grand Island and Wyoming Central railroad at Grand Island, Nebraska, a distance (first main) of 18.51 miles.

BRANCH LINE: Beginning at a connection with this company's line at Aurora, Nebraska, and extending thence northerly to a connection with the Lincoln & Black Hills railroad at Central City, Nebraska, a distance (first main) of 19.65 miles.

FROM	TO	MILEAGE		Total
		Nebraska	Kansas	
Hastings	Nebraska-Colorado State line	239.41	.....	239.41
Lester	Nemaha	168.04	12.81	180.85
Wymore	Table Rock	39.29	.....	39.29
Nemaha	Salem	17.73	.....	17.73
Hastings	York	49.45	.....	49.45
Aurora	Grand Island	18.51	.....	18.51
Aurora	Central City	19.65	.....	19.65
Total		552.08	12.81	564.89

CONSTRUCTION

Construction on the main line from Hastings to the Nebraska-Colorado State line commenced at Hastings in June, 1878, and the line was completed as follows: To Red Cloud, 40.84 miles, November 4, 1878; to Bloomington, 28.50 miles, March 10, 1879; to Republican, 12.10 miles, January 25, 1880; to Orleans, 11.60 miles, February 29; to Arapahoe, 27.10 miles, April 27; to Indianola, 27.80 miles, May 23,

1880; to Culbertson, 22.45 miles, October 10, 1881; to Haigler, 61.80 miles, March 19, 1882; to the west line of Nebraska (to a connection with the Burlington and Colorado Railroad), 7.22 miles, May 29, 1882.

Construction on the main line from Lester easterly to Nemaha commenced at Lester in November, 1879, and the road was completed to Hardy, 28.46 miles, June 13, 1880; to Chester, 17.05 miles, August 22, 1880; to Hubbell, 7.35 miles, December 5, 1880; to Endicott, 23.81 miles, February 7, 1881. Portions of this line between Hardy and Byron (7.5 miles) and between Chester and Hubbell (5.31 miles) are in the State of Kansas, the total mileage in Kansas being 12.81 miles. Construction commenced at Beatrice in August, 1880, and the line was completed to Wymore, 11.69 miles, February 7, 1881, and thence west to Endicott, 27.30 miles, July 25, 1881. Construction commenced at Nemaha, August, 1880, and the line was completed to Tecumseh, 32.25 miles, August 30, 1882, and thence to Beatrice, 32.94 miles, September 2, 1883.

Main line extension from Wymore to Table Rock commenced at Table Rock in August, 1880, and the line was completed and opened to traffic December 5, 1881.

Main line extension from Salem to Nemaha was commenced at Salem August 27, 1883, and completed and opened to traffic December 20, 1883.

Main line extension from Hastings to York was begun at York in July, 1879, and the line was completed to Aurora, 21.70 miles, November 3, 1879, and soon thereafter opened to traffic. Construction was begun at Aurora in December, 1885, and the extension completed to Hastings and opened to traffic September 13, 1886.

Branch line from Aurora to Central City was begun at Aurora in July, 1879, and the line was completed to Central City and opened to traffic April 4, 1880.

Branch line from Aurora to Grand Island was begun at Aurora in March, 1884, and the line was completed to Grand Island and opened to traffic June 8, 1884.

OPERATION

All lines constructed by the Republican Valley Railroad opened prior to July 26, 1880, were operated from date of completion and until that date by Burlington and Missouri River Rail Road Company in Nebraska as lessee; from July 26, 1880, until March 1, 1882, all lines operated by Chicago, Burlington & Quincy Railroad Company as assignee under Burlington and Missouri River Rail Road Company in Nebraska leases; operated since March 1, 1882, by Chicago, Burlington & Quincy Railroad Company as owner, by deed.

ACQUISITION BY LEASE

The Republican Valley Railroad Company, by lease for 50 years, dated October 1, 1881, and effective February 1, 1882, obtained posses-

sion of the railroad of the Burlington and Colorado Railroad Company. The lines of the two companies connected at the Nebraska-Colorado State line.

ASSIGNMENT OF LEASE TO C. B. & Q. R. R. CO.

Of date October 1, 1881, this company assigned its leasehold interest in the Burlington and Colorado Railroad to the Chicago, Burlington & Quincy Railroad Company.

LEASES TO B. & M. R. R. R. CO. IN NEBRASKA

By lease dated September 5, 1878, the Republican Valley Railroad Company leased its proposed railroad extending from Hastings southwesterly to Red Cloud and thence to the west line of Franklin County, for the term of nine hundred and ninety-nine years (effective from July 1, 1878), to the Burlington and Missouri River Rail Road Company, in Nebraska.

July 1, 1879, the Republican Valley Railroad Company leased for 999 years to the Burlington and Missouri River Rail Road Company in Nebraska its proposed lines extending:

“from Red Cloud easterly . . . to Nemaha . . .; and from the west line of Franklin County westwardly . . . to the west line of Red Willow County, and from . . . Hastings to York . . .”

This lease also covered any extensions or additions to the railroad of the Republican Valley Company.

LEASE TO C. B. & Q. R. R. CO.

By lease and contract dated February 2, 1882, between the Republican Valley Railroad Company and the Chicago, Burlington and Quincy Railroad Company it was agreed that so much of the lease of date July 1, 1879,

“as related to that part of the section of the railroad of said Republican Valley Railroad Company between Red Cloud in Webster County, and Nemaha City in Nemaha County, which lies between Beatrice in Gage County and said Nemaha City,”

was abrogated and a new lease for nine hundred and ninety-nine years was made to the Chicago, Burlington & Quincy Railroad Company covering these lines.

MERGER AND SALE TO C. B. & Q. R. R. CO.

By agreement of merger and sale, dated March 1, 1882, the Republican Valley Railroad Company conveyed all of its property and franchises to the Chicago, Burlington & Quincy Railroad Company, and by deed dated June 1, 1888, confirmed the title in the Burlington Company, the said lines (deed of 1888) being described as follows:

“. . . commencing at Hastings, Adams County, Nebraska, and running thence by way of Red Cloud in Webster County, Nebraska, through the coun-

ties of Adams, Webster, Franklin, Harlan, Furnas, Red Willow, Hitchcock and Dundy to the western boundary line of the State of Nebraska;

"Also from Amboy in Webster County eastwardly through the counties of Webster, Nuckolls, Thayer, Jefferson, Gage and Pawnee in the State of Nebraska and Republic County in the State of Kansas to the town of Table Rock in Pawnee County, Nebraska;

"Also from Wymore in Gage County, Nebraska, northwardly to the town of Beatrice in said county, and from Beatrice eastwardly through the counties of Gage, Johnson and Nemaha to the town of Nemaha City in Nemaha County, Nebraska;

"Also from said town of Nemaha City through the counties of Nemaha and Richardson to the town of Salem in Richardson County, Nebraska;

"Also from Hastings northeasterly via the town of Aurora through the counties of Adams, Clay, Hamilton and York to the town of York in York County, Nebraska;

"Also from Aurora in Hamilton County, westwardly through the counties of Hamilton and Hall to Grand Island in Hall County, Nebraska, and from said town of Aurora northwardly through the counties of Hamilton and Merrick to the town of Central City in Merrick County, Nebraska."

CORPORATE EXISTENCE

The Republican Valley Railroad Company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated under the General Law of Nebraska by Certificate dated March 28, 1878, and filed March 30, 1878.
- (2) Amended Articles filed May 24, 1879.
- (3) Amended Articles filed December 29, 1880.
- (4) Amended Articles filed September 5, 1881.
- (5) Lease of date September 5, 1878, from the Republican Valley Railroad Company to the Burlington and Missouri River Rail Road Company in Nebraska for 999 years and covering the line from Hastings via Red Cloud to the west line of Franklin County, Nebraska.
- (6) Lease, of date July 1, 1879, from the Republican Valley Railroad Company to the Burlington and Missouri River Rail Road Company in Nebraska for the term of 999 years and covering those portions of the line from Red Cloud easterly to Nemaha City and from the west line of Franklin County westwardly to the west line of Red Willow County and from Hastings to York.

- (7) Lease, of date February 2, 1882, by the Republican Valley Railroad Company to the Chicago, Burlington & Quincy Railroad Company for 999 years, abrogating such portions of the lease of date July 1, 1879, as related to the line from Nemaha City to Beatrice, Nebraska.
- (8) Lease, of date October 1, 1881 (effective February 1, 1882), by the Burlington and Colorado Railroad Company to the Republican Valley Railroad Company for the term of fifty years and covering all of the lessor's lines.
- (9) Assignment, of date October 1, 1882, by the Republican Valley Railroad Company of its leasehold interest in the Burlington and Colorado Railroad to the Chicago, Burlington & Quincy Railroad Company.
- (10) Agreement of merger and sale, of date March 1, 1882, whereby the Republican Valley Railroad Company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company.
- (11) Confirmatory deed, dated June 1, 1888, by the Republican Valley Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Burlington and Colorado Railroad Company

INCORPORATION

Incorporated under the General Law of Colorado by Certificate dated September 5, 1881, and filed with the Secretary of State, September 13, 1881. By its Certificate this company proposed to construct the following railroad, to wit:

“From the west boundary line of the State of Nebraska and east boundary line of the State of Colorado in Section 10, Township 1 north, Range 42 west, of the Sixth Principal Meridian, thence in a westerly direction and on the most practicable route through the Counties of Weld and Arapahoe to the City of Denver.”

ORGANIZATION

Organized September 21, 1881.

TERMINI AND DESCRIPTION

Company constructed a railroad from the Colorado-Nebraska State line east of Laird, Colorado, westerly to Denver, Colorado. Total mileage (first main), 174.89 miles, all in Colorado. No branch lines constructed.

CONSTRUCTION

Construction began at the State line (connection with the Republican Valley Railroad) in the fall of 1881. The road was opened for traffic from the west line of Nebraska to Akron, Colorado, 62.89 miles, March 19, 1882, and from Akron to Denver, 112 miles, May 29, 1882.

OPERATION

Line operated from date of completion by Chicago, Burlington & Quincy Railroad Company until February 15, 1908 under lease; since that date as owner, by deed.

LEASE TO C. B. & Q. R. R. CO.

By lease, dated October 1, 1881, and effective February 1, 1882, the Burlington and Colorado Railroad Company leased its railroad and all after-acquired property, for fifty years, to the Republican Valley Railroad Company. October 1, 1881, the Republican Valley Railroad Company assigned this leasehold interest in the Burlington and Colorado Railroad to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. CO.

Of date, February 15, 1908, the Burlington and Colorado Railroad Company conveyed by deed to the Chicago, Burlington & Quincy Rail-

road Company all of its railroad property and franchises, the said road being described as follows, to wit:

"Beginning at a point on the state line between the States of Nebraska and Colorado in Township 1 north, Range 42 west, in Yuma County, Colorado, and extending thence in a westerly direction through the Counties of Yuma, Washington, Morgan, Weld and Adams, in Colorado, to a point at the center of 15th and Chestnut Streets, in the City and County of Denver, Colorado, a distance of about 174.89 miles."

CORPORATE EXISTENCE

This company is still in existence, but inactive.

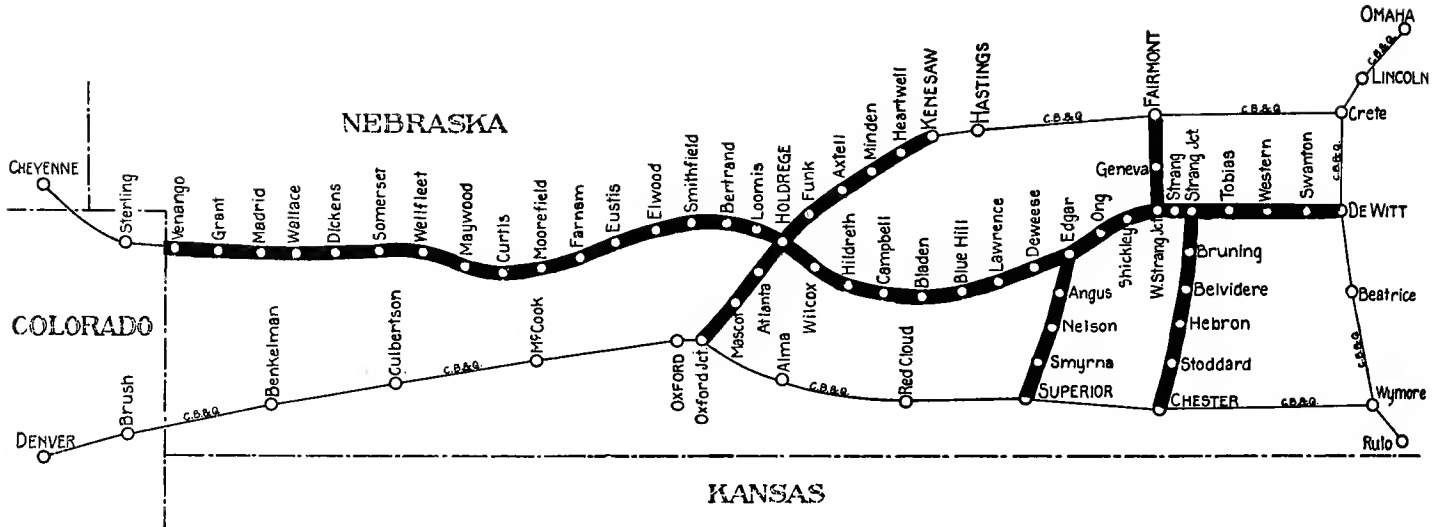
CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Burlington and Colorado Railroad Company, incorporated under General Law of Colorado by Certificate dated September 5, 1881.
- (2) Lease, of date October 1, 1881 (effective February 1, 1882), for the term of its corporate existence, by the Burlington and Colorado Railroad Company to the Republican Valley Railroad Company.
- (3) Assignment of lease, dated October 1, 1881, by Republican Valley Railroad Company to Chicago, Burlington & Quincy Railroad Company, by assignment dated October 1, 1881.
- (4) Deed, of date February 15, 1908, from Burlington and Colorado Railroad Company to Chicago, Burlington & Quincy Railroad Company.

The Nebraska and Colorado Railroad



Deeded to C. B. & Q. February 15, 1908.

The Nebraska and Colorado Railroad Company.			
FROM	TO	MILEAGE	COMPLETED
MAIN LINE			
De Witt	Tobias	23.69	May 1, 1884.
	Strang	13.56	October 12, 1886.
	Edgar	20.19	September 8, 1886.
	Blue Hill	29.32	November 11, 1886.
	Holdrege	49.83	December 26, 1886.
Holdrege	Elwood	28.22	August 12, 1885.
	Farnam	21.30	July 22, 1886.
	Curtis	22.87	October 6, 1886.
	Grant	71.04	June 26, 1887.
	Neb.-Colo. State Line	18.30	August 7, 1887.
BRANCHES			
Fairmont	Geneva	7.79	May 26, 1886.
	Strang	7.64	June 26, 1886.
Chester	Hebron	12.05	January 3, 1884.
	Strang Junction	17.71	December 6, 1886.
Edgar	Superior	26.53	August 4, 1886.
Holdrege	Kenesaw	39.91	November 15, 1883.
Holdrege	Oxford Junction	20.76	August 4, 1884.
	Total	430.71	

The Nebraska and Colorado Railroad Company

INCORPORATION

Incorporated under the General Law of Nebraska. Certificate dated July 24, 1883, and filed with the Secretary of State, July 30, 1883. Company authorized to construct the following railroad, to wit:

“ . . . (from) Beatrice, in the County of Gage and State of Nebraska; thence . . . westerly . . . through the whole or such parts as may be necessary of the following named Counties, viz.: Gage, Jefferson, Saline, Fillmore, Thayer, Clay, Nuckolls, Adams, Webster, Kearney, Franklin, Phelps, Harlan, Gosper, Frontier, Lincoln, Hayes, Chase and Keith, terminating at the intersection of the boundary line between the said counties of Chase and Keith with the western boundary line of the State of Nebraska.

“ Said company shall also have the right to build the following branches, viz.: From some point on its main line in Fillmore or Thayer County . . . to the town of Fairmont, in said Fillmore County and from the same point on its main line in said Thayer or Fillmore Counties in a southerly direction . . . to the south line of the said State of Nebraska: and from some point on its main line in Kearney or Phelps County in a northeasterly direction . . . to a point on the main line of the Burlington & Missouri River Railroad in Nebraska, at or near the town of Kenesaw, in said Adams County; and from some point on its main line in Phelps or Kearney County in a southwesterly direction . . . to a point on the main line of the Republican Valley Railroad in Harlan County or in Furnas County at or near the town of Oxford in Furnas County.”

ORGANIZATION

Company was organized September 12, 1883.

TERMINI AND DESCRIPTION

Company constructed the following railroad:

MAIN LINE.— From a connection with the Omaha and South Western Railroad at DeWitt, Nebraska, thence westerly via Holdrege to a connection with the Colorado and Wyoming Railroad at the Colorado-Nebraska State line, west of Venango, Nebraska. Mileage (first main), 298.32 miles.

BRANCH LINES:

1 — From a connection with the main line of this company at West Strang Junction, Nebraska, thence northerly to a connection with the Burlington & Missouri Railroad at Fairmont, Nebraska, a distance (first main) of 15.43 miles.

2 — From a connection with the main line of this company at Strang Junction, Nebraska, thence southerly to a connection with the Republican Valley Railroad at Chester, Nebraska, a distance (first main) of 29.76 miles.

3 — From a connection with the main line of this company at Edgar, Nebraska, thence southerly to a connection with the Republican Valley Railroad west of Superior, Nebraska, a distance (first main) of 26.53 miles.

4 — From a connection with the main line of this company at Holdrege, Nebraska, thence northeasterly to a connection with the Burlington & Missouri River Railroad at Kenesaw, a distance (first main) of 39.91 miles.

5 — From a connection with the main line of this company at Holdrege, Nebraska, thence southwesterly to a connection with the Republican Valley Railroad at Oxford Junction, Nebraska, a distance (first main) of 20.76 miles.

TOTAL MILEAGE CONSTRUCTED

From De Witt to Nebraska Colorado line.....	298.32
“ West Strang Junction to Fairmont.....	15.43
“ Strang Junction to Chester.....	29.76
“ Edgar to Superior.....	26.53
“ Holdrege to Kenesaw.....	39.91
“ Holdrege to Oxford Junction.....	20.76
	<hr/>
Total (all in Nebraska).....	430.71

CONSTRUCTION

Construction on the main line from DeWitt to the Nebraska State line commenced at DeWitt in August, 1883, and the line was completed and opened to traffic as follows: To Tobias, 23.69 miles, May 1, 1884; to Strang, 13.56 miles, October 12, 1886; to Edgar, 20.19 miles, September 8, 1886; to Blue Hill, 29.32 miles, November 11, 1886, and to Holdrege, 49.83 miles, December 26, 1886.

Main line from Holdrege west had started at Holdrege in May, 1884, and the line was completed and opened for traffic from Holdrege westerly to Elwood, 28.22 miles, August 12, 1885; to Farnum, 21.30 miles, July 22, 1886; to Curtis, 22.87 miles, October 6, 1886; to Grant, 71.04 miles, June 26, 1887, and to the Nebraska State line, 18.30 miles, August 7, 1887.

Branch line extending from West Strang Junction northerly to Fairmont was commenced at Fairmont, November 28, 1885, and the line was completed to Geneva, 7.79 miles, May 26, 1886, and to Strang, 7.64 miles, June 26, 1886, and was on the last named date opened to traffic.

Branch line from Strang Junction (east of Strang) southerly to Chester was commenced at Chester in August, 1883, and the line was completed to Hebron, 12.05 miles, January 3, 1884, and to Strang Junction, 17.71 miles, December 6, 1886.

The branch line from Edgar southerly to Superior, 26.53 miles, was commenced at Edgar, January 2, 1886, and the line was completed to Superior and opened to traffic August 4, 1886.

The branch line from Holdrege northeasterly to a connection with the Burlington & Missouri River Railroad in Nebraska, at Kenesaw, a

distance of 39.91 miles, was commenced in August, 1883, and the line was completed and opened to traffic November 15, 1883.

The branch line from Holdrege southwesterly to a connection with the Republican Valley Railroad at Oxford Junction, a distance of 20.76 miles, was commenced May 1, 1884, and completed and opened to traffic August 4, 1884.

OPERATION

The entire line constructed in the name of this company was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company; until February 15, 1908, under a lease; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date October 1, 1883, this company leased all of its main and branch lines, constructed and to be constructed, to the Chicago, Burlington & Quincy Railroad Company for 999 years.

DEED TO C. B. & Q. R. R. CO.

By deed, dated February 15, 1908, The Nebraska and Colorado Railroad Company conveyed all of its railroad and other property to the Chicago, Burlington & Quincy Railroad Company, the railroad being described as follows:

“Commencing at De Witt, Nebraska, and extending in a westerly direction . . . to a connection with its Kenesaw-Oxford line, 1.12 miles east of Holdrege, Nebraska, a distance of about 136.72 miles;

“Also commencing .81 miles west of Holdrege, and extending thence in a northwesterly direction . . . to a point on the State line between the states of Nebraska and Colorado, a distance of 161.6 miles.

“Also from Kenesaw, Nebraska, in a southwesterly direction . . . to Oxford Junction, in Harlan County, a distance of 60.67 miles.

“Also from Fairmont southerly to a point about 8 miles west of Strang in Fillmore County, a distance of about 15.43 miles.

“Also from a point about .81 miles east of Strang, extending thence southerly . . . to Chester, Nebraska, a distance of about 29.76 miles.

“Also from Edgar, Nebraska, southerly . . . to a point about 1 mile west of Superior, a distance of 26.53 miles; the total mileage aggregating 430.71 miles.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Nebraska and Colorado Railroad Company, incorporated under General Law of Nebraska by Articles dated July 24, 1883.
- (2) Lease for 999 years, of date October 1, 1883, from The Nebraska and Colorado Railroad Company to Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, of date February 15, 1908, from The Nebraska and Colorado Railroad Company to Chicago, Burlington & Quincy Railroad Company.

The Colorado and Wyoming Railroad Company

INCORPORATION

Incorporated under the General Law of Colorado by Articles dated March 15, 1887, and filed with the Secretary of State, March 16, 1887. It proposed to construct a railroad between the following points, to wit:

“ . . . from a point on the east boundary line of the state of Colorado, in the Valley of Frenchman Creek, in the County of Logan, in said State, and running thence in a north-westerly direction to the town of Sterling, in said County; thence north-westerly to the north boundary line of the State of Colorado at or near the Valley of Crow Creek in Weld County and extending through the Counties of Logan and Weld; with branches commencing at a point in the valley of Frenchman Creek and (1) extending from such point in a north-easterly direction to a point in Logan County, on the east boundary line of the State of Colorado, and connecting with the line of The Nebraska and Colorado Railroad Company on the west boundary line of Keith County, Nebraska . . . ”

ORGANIZATION

Company organized March 19, 1887.

TERMINI AND DESCRIPTION

This company constructed a railroad extending from the Colorado-Nebraska State line, east of Holyoke, Colorado (connection with The Nebraska and Colorado Railroad), westwardly via Sterling to a point on the north line of Colorado near Carpenter (connection with the Cheyenne and Burlington Railroad), a distance (first main) of 144.58 miles, all in Colorado. No branch lines constructed.

CONSTRUCTION

Construction commenced near Holyoke, March 15, 1887, and the road was completed and opened to traffic from the east Colorado State line to Sterling, 67.90 miles, September 27, 1887, and it was completed to the north line of Colorado, 76.68 miles, December 11, 1887.

In addition to the lines completed, this company, during 1887, constructed a grade 12.93 miles long, extending from Holyoke to the Nebraska State line, on Frenchman Creek, but no track has been laid thereon.

OPERATION

Line operated from date of completion by Chicago, Burlington & Quincy Railroad Company until February 15, 1908, under a lease; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date, April 1, 1887, this company leased all of its railroad, built and to be built, in perpetuity, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. CO.

Of date, February 15, 1908, The Colorado and Wyoming Railroad Company deeded all of its railroad and other property to the Chicago, Burlington & Quincy Railroad Company, its railroad being described as follows:

"beginning at a point on the state line between the states of Nebraska and Colorado in Township 9 north, Range 42 west, in Sedgwick County, Colorado, and extending thence in a general westerly and northwesterly direction through the counties of Sedgwick, Phillips, Logan and Weld, in Colorado, to a point on the state line between the states of Colorado and Wyoming on the north line of Section 20, Township 12 north, Range 62 west, a distance of about 144.58 miles."

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Colorado and Wyoming Railroad Company, incorporated under the General Law of Colorado by Articles dated March 15, 1887.
- (2) Lease, of date April 1, 1887, for the term of its corporate existence, by The Colorado and Wyoming Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, of date February 15, 1908, from The Colorado and Wyoming Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Cheyenne and Burlington Railroad Company

INCORPORATION

Incorporated under the General Law of the Territory of Wyoming by Certificate dated March 17, 1887, and filed with the Secretary of the Territory of Wyoming, April 6, 1887. By its articles the company was authorized to construct the following railroad, to wit:

“ . . . beginning at a point on the southern boundary line of said territory (Wyoming) in Laramie County, connecting at said point with the railroad of the Colorado & Wyoming Railroad; running thence in a general north-westerly direction in Laramie County to Cheyenne . . . together with such branches and feeders to the main line of the road as may be hereafter determined upon.”

Of date, November 22, 1890, this company filed its acceptance of the Constitution of the State of Wyoming.

ORGANIZATION

The company was organized May 9, 1887.

TERMINI AND DESCRIPTION

This company constructed a main line railroad from a connection with The Colorado and Wyoming Railroad at the Colorado-Wyoming State line southeast of Carpenter, Wyoming, thence westerly to Cheyenne, Wyoming, a total distance (first main) of 29.01 miles, all in Wyoming. No branch lines were built.

CONSTRUCTION

Construction commenced at the Colorado-Wyoming State line in April, 1887, and the line was completed and placed in operation to Cheyenne, December 11, 1887.

OPERATION

Line operated from date of completion by Chicago, Burlington & Quincy Railroad Company; until February 15, 1908, under a lease in perpetuity; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date, May 2, 1887, this company leased for a term of 50 years or during its corporate existence all of its railroad, built and to be built, to the Chicago, Burlington & Quincy Railroad Company, the lease being effective upon the completion of the railroad.

DEED TO C. B. & Q. R. R. CO.

Of date, February 15, 1908, the Cheyenne and Burlington Railroad Company conveyed by deed all of its property to the Chicago, Burlington & Quincy Railroad Company, the said railroad being described as follows:

“Beginning at a point on the said line between the States of Colorado and Wyoming in Township 12 north, Range 62 west and extending thence in a northwesterly direction to a point on the east line of Capital Avenue 157.5 feet south of the northwest corner of Block 118 in Cheyenne, all in Laramie County, Wyoming, a distance of 29 miles.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

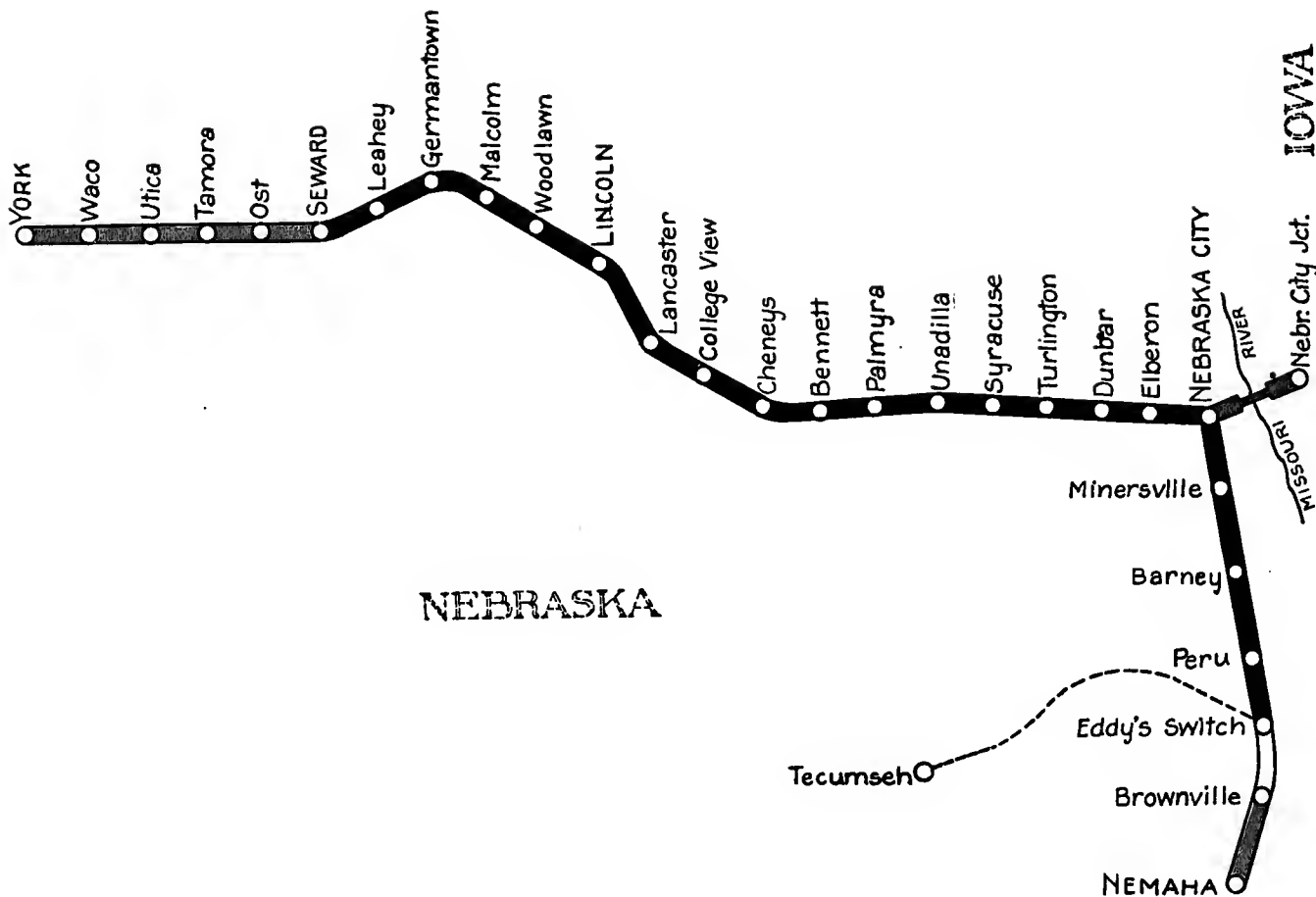
CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Cheyenne and Burlington Railroad Company, incorporated under the General Laws of Wyoming by Articles dated March 17, 1887.
- (2) Acceptance by the Cheyenne and Burlington Railroad Company of the Constitution of the State of Wyoming, filed November 22, 1890.
- (3) Lease, of date May 2, 1887, for the term of 50 years from the Cheyenne and Burlington Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (4) Deed, of date February 15, 1908, from the Cheyenne and Burlington Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Nebraska Railway



Deeded to C. B. & Q. February 15, 1908.

Brownville to Eddy's Switch, 4 miles.

The Brownville, Fort Kearney and Pacific Rail Road Company.
Completed during 1872; grade to Tecumseh (about 30 miles) abandoned.

Nebraska City to Seward, 82.54 miles.

Nebraska City to Eddy's Switch, 18.4 miles.

Midland Pacific Railway Company. Completed to Lincoln June 8, 1871; to Seward September 11, 1873; to Eddy's Switch prior to February 1, 1875.

Seward to York, 26.99 miles.

Brownville to Nemaha, 4.60 miles.

Nebraska City to Nebraska City Junction, Iowa (Crosby), 5.2 miles.

Nebraska Railway Company. Completed to York, July 25, 1877; to Nemaha, December 17, 1878. Nebraska City bridge completed August 12, 1888.

Nebraska Railway Company

I — THE BROWNVILLE, FORT KEARNEY AND PACIFIC RAIL ROAD COMPANY
II — MIDLAND PACIFIC RAILWAY COMPANY
III — NEBRASKA RAILWAY COMPANY

I

The Brownville, Fort Kearney and Pacific Rail Road Company

INCORPORATION

This company was incorporated under the General Law of Nebraska. Certificate was dated June 6, 1867, and filed with the Secretary of State, June 17, 1867. The company proposed to construct a railroad between the following points, to wit:

“from Brownville, in Nemaha County, Nebraska, to Fort Kearney in said state of Nebraska, running through the counties of Nemaha, Johnson, Gage, Jefferson, Saline, Fillmore, in said State.”

ORGANIZATION

The company was organized April 11, 1870.

TERMINI AND DESCRIPTION

The company acquired a right of way from Brownville, Nebraska, northerly and westerly to Tecumseh, and thence via Beatrice to the west line of Gage County. Constructed a railroad from Brownville northerly to Eddy's switch, thence westerly towards Tecumseh, Nebraska, in all about ten miles.

CONSTRUCTION

Construction commenced at Brownville early in 1870, and during that year about eleven miles of the grade was completed and ten miles of track laid thereon. During 1871-1872 the grade was completed and the bridges built to a point just east of Tecumseh. No part of this railroad, except the four miles from Brownville northerly to Eddy's switch, was ever used, and the track for six miles westerly from Eddy's switch was taken up and all the grade, except the four miles immediately north of Brownville, was abandoned.

OPERATION

This company did not operate the railroad it constructed, nor was it operated until after the formation of the Nebraska Railway, as hereinafter set out.

CONSOLIDATION

By Articles of Consolidation, dated July 9, 1875, this company and the Midland Pacific Railway Company consolidated under the name, Nebraska Railway Company.

FORECLOSURE OF TRUST DEED

Of date, June 12, 1873, The Brownville, Fort Kearney and Pacific Railroad Company executed a Trust Deed to Joseph T. Thomas, Trustee. By decree entered in the United States Circuit Court for Nebraska, on June 20, 1884, this Trust Deed was foreclosed and the railroad property and franchises were ordered to be sold by a Master in Chancery. Of date September 25, 1884, sale was made to Charles E. Perkins, Trustee, who purchased on behalf of the Nebraska Railway Company. On December 11, 1884, the Court approved the sale and ordered a deed to be delivered to the purchaser, and of date December 15, 1884, the said deed was delivered to Charles E. Perkins, Trustee.

DEED TO NEBRASKA RAILWAY COMPANY

By deed, dated April 29, 1889, Charles E. Perkins, Trustee, deeded to the Nebraska Railway Company all of the railroad property and franchises formerly belonging to The Brownville, Fort Kearney and Pacific Rail Road Company.

CORPORATE EXISTENCE

After the consolidation of July 9, 1875, no effort was made to maintain the separate corporate existence of The Brownville, Fort Kearney and Pacific Rail Road Company.

II

Midland Pacific Railway Company

INCORPORATION

This company was incorporated under the General Law of Nebraska. Certificate was dated October 31, 1867, and filed with the Secretary of State for Nebraska, January 2, 1868. Articles of Incorporation, dated November 1, 1867, were filed with Secretary of State, January 3, 1868. By its Articles the company was authorized to construct the following railroad, to wit:

“from Nebraska City, Otoe County, Nebraska, running westerly through the counties of Otoe, Lancaster, Seward, Gage, Hamilton and Adams to a Junction with the Union Pacific Railroad at any point not exceeding 100 miles east of Fort Kearney, Nebraska, with a branch diverging from the main line within Otoe County to run within Otoe County, Johnson, Pawnee and Gage Counties to the southern boundary of Nebraska in the general direction of Fort Riley, Kansas, from said Nebraska City.”

An amendment, adopted April 19, 1873 (filed with the Secretary of State, April 24, 1873), provided for the following branch line:

“commencing at some point on the main line of said road in Otoe County, in

said State, thence running in a south eastward direction through the counties of Otoe, Nemaha and Richardson in said State and the Counties of Brown and Doniphan to some point on the Missouri River opposite and near to the City of St. Joseph in the State of Kansas”

ORGANIZATION

The company was organized September 12, 1867.

TERMINI AND DESCRIPTION

MAIN LINE: From Nebraska City, Nebraska, westerly via Lincoln to Seward, Nebraska, a distance (first main) of 82.54 miles.

BRANCH LINE: From Nebraska City, Nebraska, southerly to a connection with The Brownville, Fort Kearney and Pacific Rail Road at Eddy's Switch, Nebraska, a distance (first main) of 18.4 miles.

Total mileage constructed, 100.94 miles, all in Nebraska.

CONSTRUCTION

Construction on the main line extending from Nebraska City to Lincoln, was begun at Nebraska City in April, 1869, and on June 8, 1871, the road between the above named points was completed. A main line extension from Lincoln westerly to Seward, Nebraska, commenced in May, 1872, was completed September 11, 1873.

In the spring of 1874 construction commenced on the branch line from Nebraska City southerly to Brownville, Nebraska. This company constructed the branch road from Nebraska City to a junction (at Eddy's switch) with the railroad constructed by The Brownville, Fort Kearney and Pacific Rail Road Company. The line was completed to the junction prior to February 1, 1875.

OPERATION

After the lines, above described, extending from Nebraska City westerly via Lincoln to Seward, Nebraska, and from Nebraska City southerly to a connection with the line built by The Brownville, Fort Kearney and Pacific Rail Road Company at Eddy's switch (four miles north of Brownville) were completed, they were placed in operation by J. N. Converse and Company, Construction Contractors, under an agreement between the Midland Pacific Railway Company, and the said contractors, by the terms of which J. N. Converse and Company were to operate the lines until a balance due on construction account was paid. These lines were never operated by the Midland Pacific Railway Company.

CONSOLIDATION

By Articles of Consolidation, dated July 9, 1875, this company and The Brownville, Fort Kearney and Pacific Rail Road Company consolidated under the name, Nebraska Railway Company.

CORPORATE EXISTENCE

No effort was made after July 8, 1875, to maintain the separate corporate existence of the Midland Pacific Railway Company.

III

Nebraska Railway Company

INCORPORATION

This company was formed July 9, 1875, by consolidation of The Brownville, Fort Kearney and Pacific Rail Road Company and the Midland Pacific Railway Company. The Articles of Consolidation were filed with the Secretary of State for Nebraska, October 15, 1875.

ORGANIZATION

Company was organized October 15, 1875.

TERMINI AND DESCRIPTION

This company was formed for the purpose of acquiring and operating the railroad constructed under the charters granted to The Brownville, Fort Kearney and Pacific Rail Road Company and the Midland Pacific Railway Company. It was, from the date of its organization, the owner of the following railroad:

	M
From Nebraska City, Nebraska, to Seward, Nebraska.....	82.54
“ Nebraska City, Nebraska, southerly to Eddy’s Switch.....	18.4
“ Eddy’s Switch, Nebraska, southerly to Brownville.....	4.0
Total	104.94

ADDITIONS BY CONSTRUCTION

From the terminus of this company’s railroad at Seward, Nebraska, thence westerly to York, a distance (first main) of.....	26.99
From the terminus of this company’s railroad at Brownville, Nebraska, thence southerly to Nemaha, Nebraska, a distance (first main) of	4.60
From a junction with this company’s line at Nebraska City, Nebraska, thence easterly through the States of Nebraska and Iowa (over the Missouri River) to a connection in Iowa with the Kansas City, St. Joseph and Council Bluffs Railroad at Nebraska City Junction, Iowa, a distance (first main) of.....	5.20
Total	141.73

MILEAGE BY STATES

Nebraska	136.73
Iowa	5.

CONSTRUCTION

Construction on the main line extension from Seward to York, Nebraska, was begun at Seward in May, 1876, and the line was completed to York, July 25, 1877.

Construction on the branch line extension from Brownville southerly to Nemaha, Nebraska, was begun at Brownville in the spring of 1878, and the line was completed to Nemaha, December 17, 1878.

NEBRASKA CITY BRIDGE

Subsequent to lease to the C. B. & Q. R. R. Co., this company built the railroad bridge and the approaches thereto across the Missouri River at Nebraska City. The authority to construct this bridge had originally been granted by an act of Congress (of date June 4, 1872) to the Nebraska City Bridge Company, a Nebraska corporation. By an assignment, of date July 8, 1887, the Bridge Company transferred to the Nebraska Railway Company all of its rights, and in pursuance of this assignment the Nebraska Railway Company constructed the bridge. Construction commenced in June, 1887, and the bridge was completed and opened to traffic August 12, 1888.

In connection with the construction of this bridge, the railroad company built an approach on the east to a connection with the Kansas City, St. Joseph and Council Bluffs Railroad at Nebraska City Junction, Iowa.

ACQUISITION BY PURCHASE

By deed, dated April 29, 1889, the Nebraska Railway Company acquired from Charles E. Perkins, Trustee, all of the rights, property and franchises of The Brownville, Fort Kearney and Pacific Rail Road Company, as hereinbefore set out.

OPERATION

The Nebraska Railway Company operated all of the mileage it acquired by the Consolidation hereinbefore noted (July 9, 1875) and extending from Brownville, Nebraska, northerly to Nebraska City, and thence westerly via Lincoln to Seward, Nebraska, from July 9, 1875, until June 28, 1876; all of the above lines, including the extensions noted under "Construction," were operated from June 28, 1876, until July 26, 1880, by the Burlington and Missouri River Rail Road Company in Nebraska under a lease; from July 26, 1880, until September 1, 1888, all lines were operated by the Chicago, Burlington & Quincy Railroad Company as Assignee under the Burlington and Missouri River Rail Road Company in Nebraska lease; from September 1, 1888, until February 15, 1908, all lines operated by Chicago, Burlington & Quincy Railroad Company under a lease (confirmatory) from the Nebraska Railway Company; since February 15, 1908, all lines operated by the Chicago, Burlington & Quincy Railroad Company as owner, by deed.

LEASES TO B. & M. R. R. CO. IN NEBRASKA

By lease dated June 28, 1876, the Nebraska Railway Company leased its railroad for five years to the Burlington and Missouri River Rail

Road Company in Nebraska. By a lease supplemental to the above, and dated June 5, 1877, the term of the said lease to the Burlington and Missouri River Rail Road Company in Nebraska was extended for 999 years.

ASSIGNMENT OF LEASEHOLD TO C. B. & Q. R. R. CO.

Of date January 1, 1880 (effective July 26, 1880), the Burlington and Missouri River Rail Road Company in Nebraska assigned and conveyed its leasehold interest in the Nebraska Railway Company to the Chicago, Burlington & Quincy Railroad Company.

CONFIRMATORY LEASE TO C. B. & Q. R. R. CO.

Of date September 1, 1888, the Nebraska Railway Company, by a confirmatory lease, demised its railroad for the term of 999 years to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. CO.

By deed, dated February 15, 1908, the Nebraska Railway Company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company, its railroad being described as follows:

“ . . . (from) Nemaha City, Nebraska, to Lincoln, Nebraska, a distance of . . . 84.54 miles.
(from) . . . Lincoln . . . to York, Nebraska, a distance of . . . 51.99 miles;
from . . . Nebraska City, Nebraska . . . to Nebraska City Junction, Iowa, a distance of . . . 5.2 miles, including the steel bridge across the Missouri River, together with all other property of whatsoever nature or description now acquired or thereafter to be acquired.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

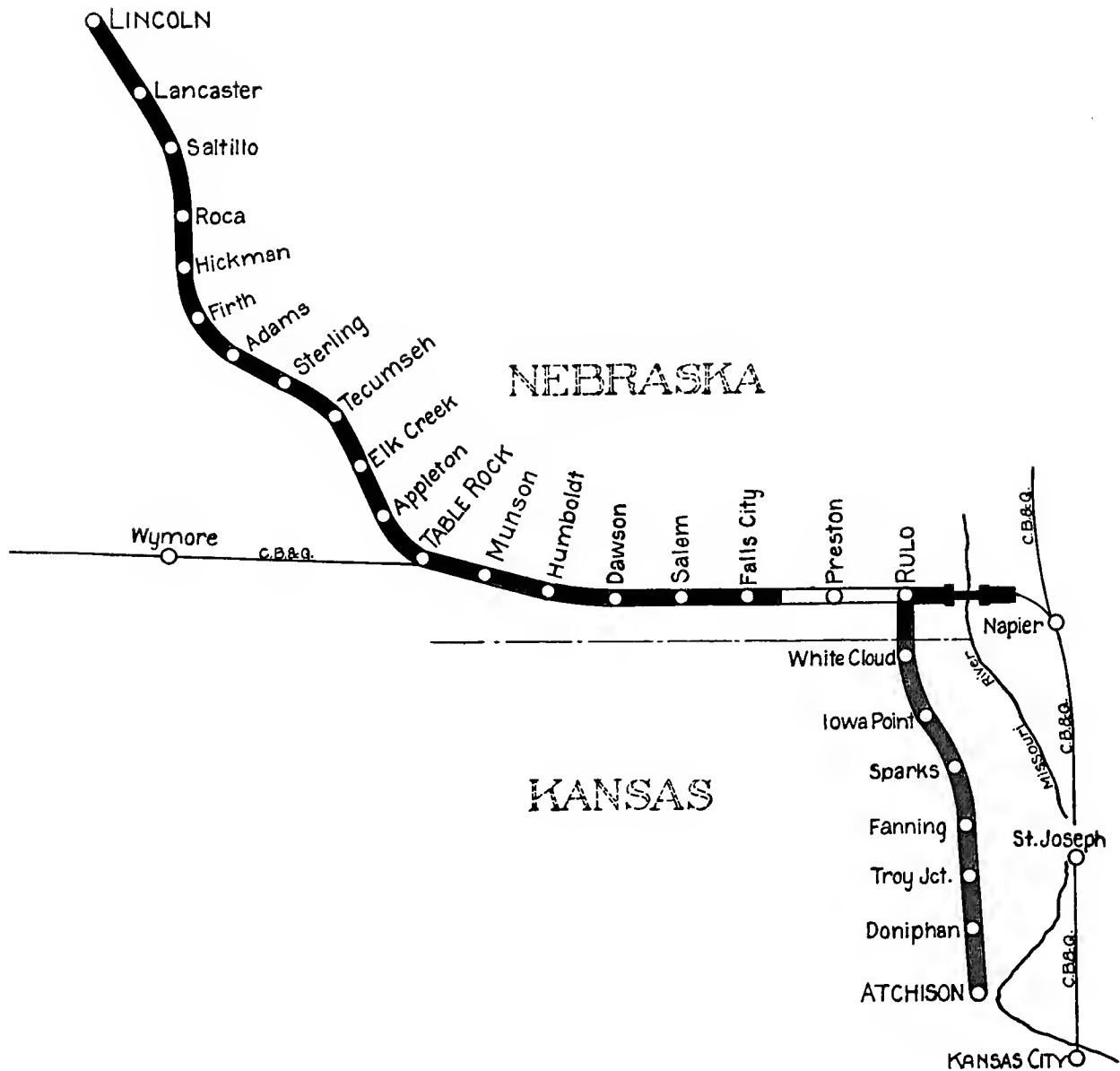
The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Brownville, Fort Kearney and Pacific Rail Road Company, incorporated under the General Law of Nebraska by Certificate dated June 6, 1867.
- (2) Trust deed, of date June 12, 1873, given by The Brownville, Fort Kearney and Pacific Rail Road Company to Joseph T. Thomas, Trustee, foreclosed in the United States Circuit Court for Nebraska by decree entered June 20, 1884, and the property belonging to the railroad company ordered to be sold.

- (3) Master's deed, of date December 15, 1884, conveying to Charles E. Perkins, Trustee, all of the railroad property and franchises formerly belonging to The Brownville, Fort Kearney and Pacific Rail Road Company.
- (4) Midland Pacific Railway Company, incorporated under the General Law of Nebraska by Certificate dated October 31, 1867, and by Articles dated November 1, 1867.
- (5) Consolidation, of date July 9, 1875, of the Midland Pacific Railway Company and The Brownville, Fort Kearney and Pacific Rail Road Company under the name, Nebraska Railway Company.
- (6) Deed, dated April 29, 1889, from Charles E. Perkins, Trustee, conveying to the Nebraska Railway Company all of the railroad property and franchises formerly belonging to The Brownville, Fort Kearney and Pacific Rail Road Company.
- (7) The Nebraska City Bridge Company, incorporated under the General Law of Nebraska by Articles dated December 30, 1871.
- (8) Act of Congress, of date June 4, 1872, authorizing The Nebraska City Bridge Company to construct a railroad bridge across the Missouri River at Nebraska City.
- (9) Assignment, of date July 8, 1887, by The Nebraska City Bridge Company of its franchise to construct a railroad bridge across the Missouri River at Nebraska City, to the Nebraska Railway Company.
- (10) Lease, of date August 5, 1876, for five years, from the Nebraska Railway Company to the Burlington and Missouri River Rail Road Company in Nebraska.
- (11) Lease, of date June 5, 1877, for 999 years, from the Nebraska Railway Company to the Burlington and Missouri River Rail Road Company in Nebraska.
- (12) Assignment, dated January 1, 1880 (effective June 26, 1880), by the Burlington and Missouri River Rail Road Company in Nebraska of its leasehold interest in the Nebraska Railway Company to the Chicago, Burlington & Quincy Railroad Company.
- (13) Lease, of date September 1, 1888, for 999 years, from the Nebraska Railway Company to the Chicago, Burlington & Quincy Railroad Company.
- (14) Deed, of date February 15, 1908, from the Nebraska Railway Company to the Chicago, Burlington & Quincy Railroad Company.

Atchison and Nebraska Railroad



Deeded to C. B. & Q. February 15, 1908.

Rulo to near Falls City, 8 miles.
 Built by Burlington and South Western Railway Company (Iowa Corporation, original company) during 1869-70.

Atchison to Kansas-Nebraska State Line, 37.24 miles.
 The Atchison and Nebraska Rail Road Company. Completed January 11, 1871.

Kansas-Nebraska State Line to Rulo, 8.19 miles.
 Near Falls City to Falls City, 2.12 miles.
 The Atchison, Lincoln and Columbus Railroad Company. Completed to Rulo late in July, 1871; to Falls City July 10, 1871.

Falls City to Lincoln, 89.40 miles.
 Rulo bridge and approaches, 3.42 miles.

Atchison and Nebraska Railroad Company (consolidated):

FROM	TO	MILEAGE	COMPLETED
Falls City	Dawson	13	September 8, 1871.
	Table Rock	14	November 10, 1871.
	Tecumseh	15	April 22, 1872.
	Sterling	12	June 5, 1872.
	Lincoln	35.4	September 1, 1872.
Rulo Bridge		3.42	1887.

Atchison and Nebraska Railroad Company

(CONSOLIDATED COMPANY)

- I—ATCHISON AND NEBRASKA CITY RAILROAD COMPANY
- II—THE ATCHISON & NEBRASKA CITY RAILROAD COMPANY
- III—THE ATCHISON AND NEBRASKA RAIL ROAD COMPANY
- IV—THE ATCHISON, LINCOLN AND COLUMBUS RAILROAD COMPANY
- V—ATCHISON AND NEBRASKA RAILROAD COMPANY (Consolidated Company)

I

Atchison and Nebraska City Railroad Company

INCORPORATION

Incorporated under the General Law of Kansas by articles dated December 6, 1865, and filed with the Secretary of State on or about December 8, 1865. By its articles this company proposed to construct a railroad from the City of Atchison, thence in a northerly direction to the northern boundary line of the State of Kansas.

ORGANIZATION

Company was organized March 23, 1866.

CONSTRUCTION

This company did not construct any railroad.

SALE OF CORPORATE FRANCHISES

Of date, August 14, 1867, this company sold and conveyed to The Atchison & Nebraska City Railroad Company all of its corporate rights and franchises.

CORPORATE EXISTENCE

No effort was made after the sale of August 14, 1867, to maintain the corporate existence of the Atchison and Nebraska City Railroad Company.

II

The Atchison & Nebraska City Railroad Company

INCORPORATION

This company was incorporated under the General Law of Kansas by Articles dated May 24, 1867, and filed with the Secretary of State for Kansas, May 27, 1867, and with the Secretary of State for Nebraska, January 7, 1871. By Article 3 this company proposed to construct the following railroad, to wit:

“ . . . from some point in the City of Atchison aforesaid to some point on

the northern line of said State of Kansas not farther west than twenty miles from the Missouri River, and the length of our proposed railroad will not exceed forty-five miles."

ORGANIZATION

Company was organized August 6, 1867.

ACQUISITION BY PURCHASE

By deed, dated August 14, 1867, this company purchased from the Atchison and Nebraska City Railroad Company all of the grantor's rights and franchises.

CONSTRUCTION

No railroad was completed by this company, but it did considerable preliminary work and acquired certain portions of the right of way along its proposed route from Atchison northwesterly toward the Kansas State line.

CHANGE OF NAME

Of date, January 5, 1869, this company, by resolution, changed its name to The Atchison and Nebraska Rail Road Company. Resolution filed with Secretary of State for Kansas, January 13, 1869, and with Secretary of State for Nebraska, January 7, 1871.

III

The Atchison and Nebraska Rail Road Company

INCORPORATION

Formed by change of name January 5, 1869, by resolution of The Atchison & Nebraska City Railroad Company. Resolution filed with Secretary of State for Kansas, January 13, 1869, and with Secretary of State for Nebraska, January 7, 1871.

ORGANIZATION

Company was organized March 1, 1869.

TERMINI AND DESCRIPTION

This company constructed a main line railroad from Atchison, Kansas, northerly to a connection at the Kansas-Nebraska State line with The Atchison, Lincoln and Columbus Railroad, a distance (first main) of 37.24 miles, all in Kansas. No branch lines were constructed.

CONSTRUCTION

Track laying began at Atchison, September 22, 1870, and the road was completed to the north line of the State of Kansas on January 11, 1871.

OPERATION

There is nothing to show when operation of this line commenced or whether this company ever operated it. For operation after August 10, 1871, see "Operation," Atchison and Nebraska Railroad Company.

CONSOLIDATION

Of date, August 10, 1871, this company consolidated with The Atchison, Lincoln and Columbus Railroad Company, a Nebraska corporation, the consolidated company taking the name, Atchison and Nebraska Railroad Company.

IV

The Atchison, Lincoln and Columbus Railroad Company

INCORPORATION

This company was incorporated under the General Law of Nebraska by Articles dated April 25, 1871, and filed with the Secretary of State for Nebraska on April 26, 1871. It proposed to construct a railroad between the following points, to wit:

" . . . from a point on the southern line of the State of Nebraska, where the Atchison & Nebraska Railroad crosses said State line, northward and westward through the Counties of Richardson, Pawnee, Gage, Johnson, Lancaster, Seward and Butler, by the way of Lincoln to the town of Columbus on the Union Pacific Railroad, with a branch road running westward through the Counties of Richardson, Pawnee, Johnson, Gage, Jefferson and Saline, to the west line of the State."

ORGANIZATION

The company was organized July 11, 1871.

TERMINI AND DESCRIPTION

From a connection with the Atchison and Nebraska Railroad on the Kansas-Nebraska State line south of Rulo, Nebraska, thence northerly to a connection with the Burlington and Southwestern Railroad near Rulo, Nebraska, a distance (first main) of 8.19 miles.

Also from the western terminus of the Burlington and Southwestern Railroad west of Preston, Nebraska, from thence northwesterly to Falls City, Nebraska, a distance (first main) of approximately 2.12 miles.

CONSTRUCTION

Immediately after its organization this company commenced construction on its line from the Kansas-Nebraska State line northerly to Rulo, Nebraska. The line was completed to Rulo late in July, 1871.

The extension from the western terminus of the Burlington and Southwestern Railroad westerly to Falls City was completed July 10, 1871.

OPERATION

This line was probably never operated by this company except for construction purposes. For operation after August 10, 1871, see "Operation," Atchison & Nebraska Railroad Company.

CONSOLIDATION

Of date, August 10, 1871, this company consolidated all of its property with the Atchison and Nebraska Rail Road Company of Kansas, the consolidated company taking the name, Atchison & Nebraska Railroad Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of August 10, 1871, to maintain the separate corporate existence of the Atchison, Lincoln and Columbus Railroad Company.

V

Atchison and Nebraska Railroad Company
(CONSOLIDATED COMPANY)

INCORPORATION

This company was formed August 10, 1871, by Articles of Consolidation and Agreement between The Atchison and Nebraska Rail Road Company, a Kansas corporation, and The Atchison, Lincoln and Columbus Railroad Company, a Nebraska corporation, the consolidated company adopting the name, Atchison and Nebraska Railroad Company. The Articles of Consolidation were filed with the Secretary of State for Kansas, November 2, 1871, and with the Secretary of State for Nebraska, October 21, 1871.

ORGANIZATION

Company was organized August 10, 1871.

TERMINI AND DESCRIPTION

From date of its organization this company owned the following railroad:

	Miles
From Atchison, Kansas, to Kansas-Nebraska line, south of Rulo, Nebraska	37.24
“ Kansas-Nebraska line to connection with Burlington and Southwestern Railway at Rulo.....	8.19
“ western terminus Burlington and Southwestern Railroad west of Preston to Falls City, Nebraska.....	2.12

ACQUISITIONS

By purchase from Burlington and Southwestern Railway (see "Acquisition by Purchase" Atchison and Nebraska Railroad Company)...	8.0
By construction from Falls City to Lincoln, Nebraska.....	89.40

By construction: Rulo bridge and approaches extending from a connection with the main line of this company's railroad, thence easterly across the Missouri River to a connection in Missouri with the St. Joseph & Nebraska railroad, a total distance between termini of. . . 3.42

Total148.37

MILEAGE BY STATES		
Nebraska	Kansas	Missouri
108.18	37.24	2.95

CONSTRUCTION

This company immediately entered upon the construction of its main line extension from Falls City to Lincoln, Nebraska, and the road was completed as follows: To Dawson, September 8, 1871; to Table Rock, November 10; to Tecumseh, April 22, 1872; to Sterling, June 5, 1872; to Lincoln, September 1, 1872.

ACQUISITION BY PURCHASE

In 1869 the Burlington and Southwestern Railway Company had constructed a line eight miles long, extending from Rulo, Nebraska, northwesterly to a point about two miles southwest of Falls City, Nebraska. (See separate corporate history of the Burlington and Southwestern Railway Company for construction of this line.) In addition to the railroad constructed, the Burlington and Southwestern Company had taken a large portion of the right of way along the route where The Atchison, Lincoln and Columbus Railroad Company (afterwards Atchison and Nebraska Railroad Company) was authorized to build its line from the Kansas-Nebraska State line to Lincoln, Nebraska.

Of date, November 9, 1870 (confirmed March 23, 1871), the Burlington and Southwestern Railway Company conveyed its railroad and right of way (as above described) by deed to James F. Joy, as agent, for the Atchison and Nebraska Railroad Company.

By deed, dated July 19, 1871, and effective upon the formation of the company, James F. Joy conveyed the said railroad to the Atchison and Nebraska Railroad Company, and that Company used the line of railroad extending westerly from Rulo towards Falls City as part of its main running line from Atchison, Kansas, to Lincoln, Nebraska.

CONSTRUCTION OF RULO BRIDGE

Subsequent to lease to C. B. & Q. R. R. Co., or during 1886-1887, this company constructed the railroad bridge across the Missouri River at Rulo, Nebraska. In connection with the construction of the Rulo Bridge and the approaches thereto, the company extended its line eastwardly from the Nebraska-Missouri State line into Missouri a distance of 2.95 miles, to a connection in Missouri with the St. Joseph & Nebraska Railroad.

OPERATION

There is nothing of record to show when the Atchison and Nebraska Railroad Company commenced operation of its line, but it probably

operated the line from Lincoln to Atchison from some time in 1872 until January 1, 1880; operated from January 1, 1880, until July 26, 1880, by Burlington & Missouri River Rail Road Company in Nebraska under a lease; from July 26, 1880, until February 15, 1908, operated by Chicago, Burlington & Quincy Railroad Company as assignee under Burlington & Missouri River Railroad Company in Nebraska lease; since February 15, 1908, operated by the Burlington company as owner, by deed.

LEASE TO B. & M. R. R. CO. IN NEBRASKA

Of date, January 1, 1880, this company leased all of its railroad, built and to be built, for nine hundred and ninety-nine years, to the Burlington & Missouri River Rail Road Company in Nebraska.

ASSIGNMENT OF LEASEHOLD TO C. B. & Q. R. R. CO.

By Articles of Consolidation and Sale, dated January 1, 1880, the Burlington & Missouri River Rail Road Company in Nebraska assigned to the Chicago, Burlington & Quincy Railroad Company its leasehold interest in the Atchison and Nebraska Railroad.

DEED TO C. B. & Q. R. R. CO.

By deed, dated February 15, 1908, the Atchison and Nebraska Railroad Company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company, its railroad being described as follows:

“beginning at a point on the east line of Second Street between Utah Avenue and Main Street in Atchison, Kansas, and extending thence in a northerly and northwesterly direction through the counties of Atchison and Doniphan in Kansas, and Richardson, Pawnee, Johnson, Gage and Lancaster, in Nebraska, to a connection with the railroad of the Nebraska Railway Company . . . at Lancaster, Nebraska, a distance of about . . . 144.91 miles;

Also what is known as Rulo Bridge Line, beginning at the point of connection with the road above described in First Street, between Bayliss and Martin Streets in Rulo, Nebraska, and extending thence easterly through Richardson, Nebraska, and Holt County, Missouri, to a connection with the railroad of the second party . . . about two and one-half miles west of Fortescue, Missouri, a distance of about . . . 3.42 miles; including the steel bridge across the Missouri River and the approaches thereto . . .”

CORPORATE EXISTENCE

The Atchison and Nebraska Railroad Company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Atchison and Nebraska City Railroad Company, incorporated under the General Laws of Kansas, by Articles dated December 6, 1865.
- (2) The Atchison & Nebraska City Railroad Company, incorporated under the General Laws of Kansas, by Articles dated May 24, 1867.
- (3) Deed, of date August 14, 1867, from the Atchison and Nebraska City Railroad Company to The Atchison & Nebraska City Railroad Company of all the Grantor's rights and franchises.
- (4) By change of name The Atchison & Nebraska City Railroad Company became The Atchison and Nebraska Rail Road Company, of date January 5, 1869.
- (5) The Atchison, Lincoln and Columbus Railroad Company, incorporated under the General Laws of Nebraska by Articles dated April 25, 1871.
- (6) By deed, dated November 9, 1870 (confirmed March 23, 1871), the Burlington and Southwestern Railway Company conveyed its right of way and railroad, extending from Rulo towards Falls City, to James F. Joy, as agent.
- (7) Consolidation and merger, August 10, 1871, of the Atchison and Nebraska Railroad Company and The Atchison, Lincoln and Columbus Railroad Company under the name, Atchison and Nebraska Railroad Company.
- (8) Of date, July 19, 1871, James F. Joy conveyed by deed all of the property in Nebraska, formerly belonging to the Burlington and Southwestern Railway Company, to the Atchison and Nebraska Railroad Company.
- (9) Lease, of date January 1, 1880, of all of its railroad property and franchises from the Atchison and Nebraska Railroad Company (consolidated) to the Burlington & Missouri River Rail Road Company of Nebraska for the term of 999 years.
- (10) By Articles of Sale and Consolidation, dated January 1, 1880, and deed dated July 26, 1880, the Burlington & Missouri River Rail Road Company in Nebraska conveyed to the Chicago, Burlington & Quincy Railroad Company its leasehold interest in said line.
- (11) Deed, of date February 15, 1908, by the Atchison and Nebraska Railroad Company, conveying to the Chicago, Burlington & Quincy Railroad Company all of its property and franchises.

The Lincoln and North Western Railroad Company

INCORPORATION

Incorporated under the General Law of Nebraska by Certificate and Articles of Incorporation, dated April 9, 1879, and filed with the Secretary of State, April 21, 1879. By its certificate the company proposed to build the following railroad, to wit:

“Commencing at a point within the corporate limits of the City of Lincoln and running thence in a westerly direction through the Counties of Lancaster and Seward to a point in the Blue Valley at or near the town of Milford; thence running in a northwesterly direction through the County of Seward to the City of Seward; thence running in a northwesterly direction along the Blue Valley through the Counties of Seward and Butler to David City; thence running in a northwesterly direction through the Counties of Butler and Platte to the City of Columbus; thence running in a northwesterly direction through the County of Platte, and thence on the most practicable route hereafter to be designated to a point on the Northern boundary-line of the State of Nebraska.”

By the provisions of a resolution adopted May 12, 1906, the following branch line (Denton cut-off) was authorized:

“Beginning at a point on the main line at or near the eastern boundary of Section 30, township 10, range 6 east, in Lancaster County, Nebraska, and extending thence in a south-westerly direction through sections 30, 31, and 36 in township 10, and sections 1, 12 and 11 in township 9 to a connection with the main line of the Chicago, Burlington & Quincy Railroad Company in the north-west quarter of section 11, township 9, range 5 east, a distance of about 4.25 miles; . . .”

Said resolution of May 12, 1906, also provided for the re-location and reconstruction of this company's line as originally built from a point west of Milford, Nebraska, easterly to Lincoln. (See “Reconstruction,” this company.)

ORGANIZATION

The company was organized September 27, 1879.

TERMINI AND DESCRIPTION

Constructed a main line railroad from Lincoln to Columbus, Nebraska. Total mileage (first main), 73.4 miles; also a branch line (Denton cut-off) from Cushman Junction to Cobb, a distance (first main) of 4.05 miles; total as originally constructed, 77.45 miles, all in the State of Nebraska.

The total mileage of this line, after the reconstruction and additions as hereinafter noted under “Reconstruction,” and as now operated, is (first main) 80.69 miles.

CONSTRUCTION

MAIN LINE.—Track-laying was begun at Lincoln, September 8, 1879, and the railroad was completed as follows: To Emerald, September 18; to Pleasant Dale, September 29; to Milford, October 13; to Ruby, October 23; to Seward, November 3; to Staplehurst, November 14; to Ulysses, December 4; to Garrison, December 29; to David City, January 12, 1880; to Platte Station, February 1; to the Platte River, February 5, 1880, and to Columbus, May 18, 1880.

BRANCH LINE.—In accordance with the authority of the resolution of May 12, 1906 (as above set out), this company constructed a new line, called the Denton cut-off, from a point on its main line west of Lincoln (Cushman Junction) southwesterly to a connection with the main line of the Burlington and Missouri River Rail Road in Nebraska at Cobb, a distance (first main) of 4.05 miles. This branch line was placed in operation April 25, 1910.

RECONSTRUCTION

Under authority of the laws of Nebraska and said resolution dated May 12, 1906, a portion of the above line, extending from a point two miles west of Milford to a point near Lincoln (Cushman Junction), Nebraska, was entirely re-located and re-constructed. The total mileage re-constructed was 21.18 miles. The work was commenced June 1, 1906, and the line was completed and placed in operation November 27, 1907. From Cushman Junction to Lincoln (3.04 miles) the old line was not abandoned, but is still used.

OPERATION

No portion of the main or branch line railroad constructed under charter granted to this company was operated by it. Line operated from date of completion (first section, September 18, 1879), and until July 26, 1880, by Burlington and Missouri River Rail Road Company in Nebraska under lease; operated from July 26, 1880, until February 15, 1908, by Chicago, Burlington & Quincy Railroad Company as Assignee under Burlington and Missouri River Rail Road Company in Nebraska lease; since February 15, 1908, operated by Chicago, Burlington & Quincy Railroad Company as owner by deed.

LEASE TO C. B. & Q. R. R. CO.

Original lease was executed January 1, 1880, by this company to the Burlington and Missouri River Rail Road Company in Nebraska and on the same date (January 1, 1880, effective July 26, 1880) the last named company assigned this leasehold to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. CO.

By deed, dated February 15, 1908, The Lincoln and North Western Railroad Company conveyed all of its railroad to the Chicago, Burling-

ton & Quincy Railroad Company, the said road being described as follows, to wit:

“ . . . beginning at the point of connection with the railroad of the Nebraska Railway Company . . . about one mile west of the passenger station in Lincoln, and extending thence in a westerly and northerly direction through the counties of Lancaster, Seward, Butler and Platte to a point in Thirteenth Street between K and L Streets in Columbus, Nebraska, a distance of . . . 73.4 miles;

“Also beginning at the point of connection with the railroad of the second party (C. B. & Q. R. R. Co.) in Fourth Street about fifty feet north of the north line of K Street in Lincoln and extending thence in a westerly and southwest-erly direction to a connection with the railroad of the said second party in the northeast quarter of section No. Eleven (11), township No. Nine (9), range Five (5) east, (Cobb) a distance of about . . . 7.29 miles; all in Lancaster County, Nebraska.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

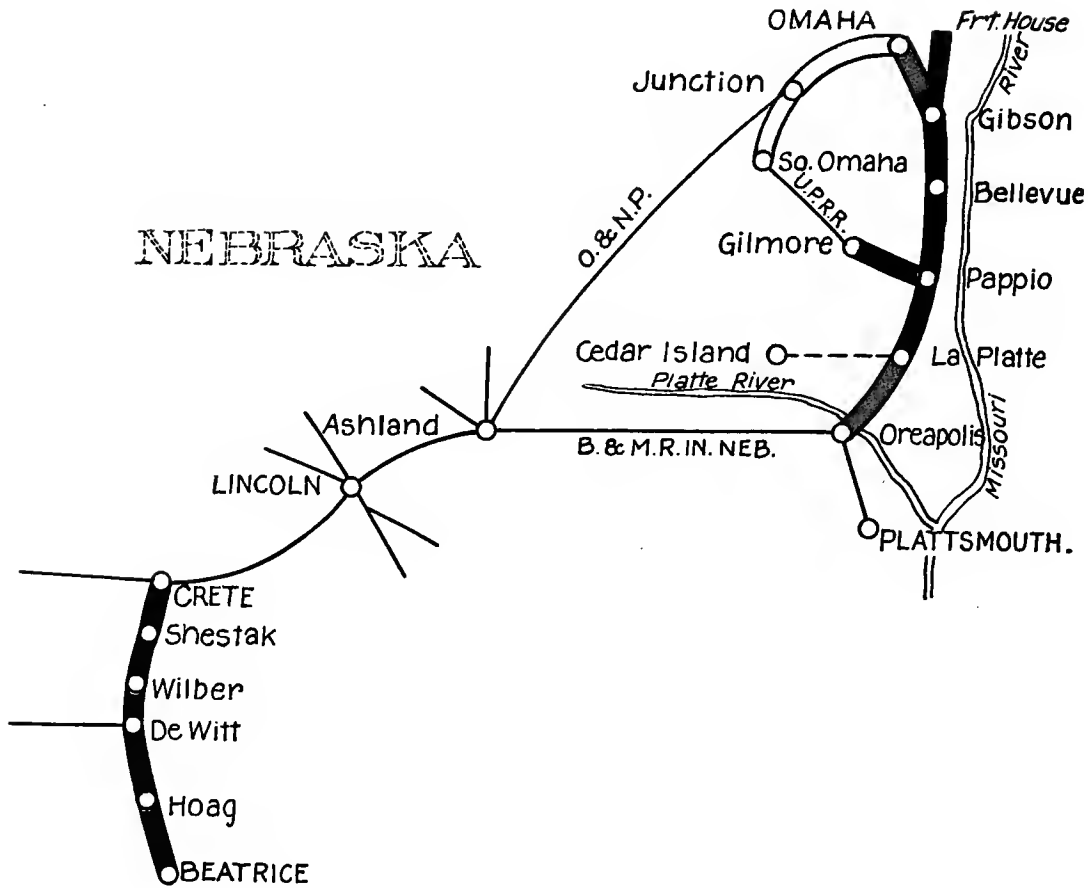
CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated under the General Law of Nebraska as The Lincoln and North Western Railroad Company by Certificate and Articles dated April 9, 1879.
- (2) Lease for 999 years, of date January 1, 1880, from The Lincoln and North Western Railroad Company to Burlington and Missouri River Rail Road Company in Nebraska.
- (3) Assignment, of date January 1, 1880 (effective July 26, 1880), by the Burlington and Missouri River Rail Road Company in Nebraska to the Chicago, Burlington & Quincy Railroad Company of all the assignor's leasehold interest in The Lincoln and North Western Railroad Company.
- (4) Resolution, of date May 12, 1906, providing for the construction of a branch line from Cushman Junction to Cobb, Nebraska, and the reconstruction of a portion of this company's line from a point near Lincoln to Milford, Nebraska.
- (5) Deed, of date February 15, 1908, from The Lincoln and North Western Railroad Company to Chicago, Burlington & Quincy Railroad Company.

Omaha and South Western Railroad



Deeded to C. B. & Q. February 15, 1908.

Near Gibson to La Platte, 13.13 miles.
 Crete to Beatrice, 31.04 miles.
 O. & S. W. R. R. Completed, Gibson to La Platte, October 18, 1870;
 Crete to De Witt, November 2, 1871; to Beatrice, December 22, 1871.

- - - - La Platte to Cedar Island, 8 miles.
 Abandoned about 1871.

Main line extensions.
 Near Gibson to Omaha, 1.5 miles.
 La Platte to Oreapolis, 2.25 miles.
 Burlington and Missouri River Rail Road Co. in Nebraska, in name
 of O. & S. W., in 1871.

Branch line.
 Pappio to Gilmore, 3.87 miles.
 B. & M. R. R. in Nebraska in name of O. & S. W., during 1890.

Branch line.
 Omaha to South Omaha, 4.2 miles.
 B. & M. R. R. R. in Nebraska in name of O. & S. W., in 1885;
 deeded to The O. & N. P. January 13, 1887.

Omaha and South Western Railroad Company

INCORPORATION

Incorporated under the General Law of Nebraska by Articles dated November 27, 1869, and filed with the Secretary of State, December 3, 1869. By its original Articles it proposed to build the following railroad:

“(from) . . . Omaha . . . through the Counties of Douglas, Sarpy, Saunders, Cass, Lancaster, Seward, Saline and Gage to the point where the Big Blue River crosses the line dividing the state of Nebraska from the state of Kansas . . . and from said last named point . . . to Fort Riley in the state of Kansas, the final terminus of said road . . .”

By an amendment, dated August 24, 1871 (filed September 7, 1871), the company was authorized to build a line through the Otoe reservation and Saline County.

By an amendment dated February 18, 1890 (filed February 26, 1890), the Omaha & South Western Railroad Company was authorized to construct the following branch lines, to wit:

“. . . commencing at a point on the main line of this company's railroad, near the 10th Street depot of the Burlington and Missouri River Rail Road in Nebraska in the City of Omaha, and running thence in a southwesterly direction to Union Stock Yards in South Omaha; also a branch commencing at a point on the main line at or near LaPlatte in Sarpy County and running thence in a northerly direction to a point on the Union Pacific Railway near Gilmore in said Sarpy County, thence to South Omaha in Douglas County to a connection with the Stock Yards Branch . . .”

ORGANIZATION

Company was organized November 27, 1869.

TERMINI AND DESCRIPTION

MAIN LINE.—(Omaha to Oreapolis) from a point 1.5 miles south of present C. B. & Q. depot at Omaha, thence southerly via LaPlatte to Cedar Island, Nebraska, approximately 20 miles. Eight miles of this line, being that portion from LaPlatte to Cedar Island, were abandoned about 1871.

MAIN LINE EXTENSIONS.—(1) From point 1.5 miles south of present Omaha depot to said depot; and (2) from LaPlatte southerly across the Platte River to a connection with the Burlington and Missouri River Rail Road at Oreapolis, 2.25 miles.

Total, Omaha to Oreapolis (first main), 16.88 miles.

MAIN LINE.—(Crete to Beatrice). From Crete, Nebraska, southerly to Beatrice. Total mileage (first main), 31.04 miles.

BRANCH LINES.— From Omaha depot (west line 10th street) southwesterly to connection with the Union Stock Yards track at South Omaha, distance (first main), 4.2 miles.

From Pappio northwesterly to a connection with the Union Pacific Railroad at Gilmore, Nebraska, distance (first main), 3.87 miles.

TOTAL MILEAGE CONSTRUCTED

Omaha to Oreapolis.....	16.88
Crete to Beatrice.....	31.04
*Omaha to South Omaha.....	4.2
Pappio to Gilmore.....	3.87
Total	55.99

*Line from Omaha to South Omaha sold to Omaha & North Platte Railroad Company (see Branch Line Sold), leaving mileage (first main) as of date of demise.... 51.79

CONSTRUCTION

During 1870 this company constructed its main line railroad from Omaha southerly to LaPlatte on the Platte River, and thence up the valley of the said river about eight miles west of LaPlatte to Cedar Island, the total distance from Omaha being about 20 miles. The date when construction commenced is not known. The line was completed December 1, 1870.

After the Burlington and Missouri River Rail Road Company took possession of the line (see lease to said company, assigned to C. B. & Q. R. R. Co.), and during 1871, about eight miles of the track up the Platte River west from LaPlatte were taken up and the grade abandoned, and the road was extended from a point near LaPlatte southerly across the Platte River to a connection with the line of the Burlington and Missouri River Rail Road Company in Nebraska, at Oreapolis. The length of this extension was 2.25 miles. The bridge across the Platte River, constructed as a part of this extension, was authorized by an act of the Nebraska Legislature, passed and approved March 1, 1871.

In the fall of 1871 and after the Burlington and Missouri River Rail Road Company in Nebraska had taken possession of the line, as above noted, an extension was built from the then terminus of the Omaha and South Western Railroad Company in Omaha northerly and westerly 1.5 miles, to the present C. B. & Q. depot grounds at Omaha.

Construction on the Crete-Beatrice portion of the main line commenced at Crete, Nebraska, fall of 1869 or early in 1870, and the line was completed to DeWitt, November 2, 1871, and to Beatrice, December 22, 1871. The total mileage of this portion of the line was 31.04 miles.

In 1885 a branch line was built from Omaha to the Stock Yards at South Omaha, a distance of 4.2 miles. (See Branch Line Sold.)

During 1890, the branch line extending from Pappio northwesterly to Gilmore, Nebraska, was constructed. Mileage (first main), 3.87 miles. From Gilmore to the Stock Yards, this company, by contract, acquired the right to use the tracks of the Union Pacific Railroad, and it also had the use of certain connecting tracks belonging to the Omaha Stock Yards Company.

BRANCH LINE SOLD

By deed, dated January 13, 1887, the branch line extending from Omaha to South Omaha (4.2 miles long) was sold by the Omaha and South Western Railroad Company to The Omaha and North Platte Railroad Company, and thereafter formed a part of the main running line of the last named company. (See separate corporate history of The Omaha and North Platte Railroad Company.)

OPERATION

The line from Omaha to Cedar Island was operated from date of completion (December 1, 1870), and until July 19, 1871, by the Omaha and South Western Railroad Company; from July 19, 1871, until July 26, 1880, all lines were operated by the Burlington and Missouri River Rail Road Company in Nebraska under lease for 999 years; from July 26, 1880, until February 15, 1908, all lines were operated by the Chicago, Burlington & Quincy Railroad Company as assignee under the Burlington and Missouri River Rail Road Company lease; since February 15, 1908, operated by Chicago, Burlington & Quincy Railroad Company as owner by deed.

LEASE TO C. B. & Q. R. R. CO.

Line leased originally for 999 years to Burlington and Missouri River Rail Road Company in Nebraska, said lease being dated July 19, 1871, and effective that date, and covering all lines built or to be built. This leasehold interest assigned to Chicago, Burlington & Quincy Railroad Company, January 1, 1880, said assignment being effective July 26, 1880.

DEED TO C. B. & Q. R. R. CO.

By deed dated February 15, 1908, the Omaha and South Western Railroad Company conveyed by deed all of its railroad property to the Chicago, Burlington & Quincy Railroad Company, the said line being described as follows:

“beginning at the point of connection with the railroad of the second party (C. B. & Q. R. R. Co.) . . . at Oreapolis, Nebraska, and extending thence in a northerly direction through the Counties of Cass, Sarpy, and Douglas to a point on the west line of Tenth Street between Mason and Marcy Streets in Omaha, Nebraska, a distance of about . . . 16.88 miles;

“Also beginning at the connection with the above described railroad in the southeast quarter of Section No. 11, Township No. 13 north, Range No. 13 east

(Pappio) and extending thence in a northwesterly direction to a connection with the Union Pacific Railroad, in the Southeast quarter of Section No. 27, Township No. 14 north, Range No. 13 east, near Fort Crook (Gilman), all in Sarpy County, Nebraska, a distance of about . . . 3.87 miles;

“Also beginning at the connection with the second party's railroad near the east line of New Hampshire Street in Crete, Nebraska, and extending thence in a southeasterly direction through the Counties of Saline and Gage to a connection with the railroad of the second party (C. B. & Q. R. R. Co.) . . . about one-half mile south of Beatrice, Nebraska, a distance of about . . . 31.04 miles.”

CORPORATE EXISTENCE

The Omaha and South Western Railroad Company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated under the General Law of Nebraska by Articles dated November 27, 1869.
- (2) Amended Articles filed August 24, 1871.
- (3) Lease, of date December 5, 1871 (effective July 19, 1871), by the Omaha and South Western Railroad Company to the Burlington and Missouri River Rail Road Company in Nebraska for the term of the Lessor's corporate existence, covering all lines built and to be built.
- (4) Assignment, of date January 1, 1880 (effective July 26, 1880), by the Burlington and Missouri River Rail Road Company in Nebraska to the Chicago, Burlington & Quincy Railroad Company, covering all of the Assignor's leasehold interest in the Omaha and South Western Railroad Company.
- (5) Deed, of date January 13, 1887, from the Omaha and South Western Railroad Company to The Omaha and North Platte Railroad Company, conveying the Grantor's railroad extending from the Omaha depot southwesterly to South Omaha, Nebraska.
- (6) Amendment, of date February 18, 1890, providing for the construction of branch lines from Pappio to Gilmore, Nebraska, and from Omaha to South Omaha, Nebraska.
- (7) Deed, of date February 15, 1908, from the Omaha and South Western Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

The Omaha and North Platte Railroad Company

INCORPORATION

Incorporated under the General Law of Nebraska. Certificate was dated October 14, 1885, and filed with the Secretary of State, October 15, 1885. Articles were adopted November 30, 1885, and filed with the Secretary of State, February 12, 1886.

The company proposed to build a railroad as follows:

“(from) . . . Omaha, in the County of Douglas, state of Nebraska, and running thence southwesterly through the Counties of Douglas, Sarpy and Saunders to Ashland, thence northwesterly through parts of Saunders, Dodge, Butler and Colfax counties, thence west through parts of Stanton, Platte, Madison, Boone, Antelope, Wheeler, Greeley, Garfield, Valley, Loup, Custer and Blaine Counties to a point near the northwest corner of Custer County connecting with the Grand Island and Wyoming Central Railroad, with branches to Fremont, in Dodge County, and to Norfolk, in Madison County.”

ORGANIZATION

Company organized January 13, 1886.

TERMINI AND DESCRIPTION

This company constructed a main line railroad from South Omaha (connection with Omaha and South Western Railroad) southwesterly to Ashland, Nebraska, thence from Ashland Junction northwesterly to Schuyler, Nebraska.

Mileage constructed (first main) was 76.99 miles.

Mileage acquired (see Acquisition by Purchase), 4.2 miles.

Total mileage (first main), 81.19 miles.

CONSTRUCTION

Construction commenced at South Omaha in February, 1886, and the line was completed to Ashland, 26.96 miles, January 3, 1887; to Wahoo, 18.93 miles, April 5, 1887; to Schuyler, 31.10 miles, October 24, 1887.

ACQUISITION BY PURCHASE

In addition to the mileage constructed, this company purchased, by deed dated January 13, 1887, from the Omaha and South Western Railroad Company the railroad extending from the west side of Tenth street, at Omaha, southwesterly to the connection with the track of the Union Stock Yards Company, at South Omaha, Nebraska, 4.2 miles long.

OPERATION

Line (constructed and purchased) operated from date of completion by Chicago, Burlington & Quincy Railroad Company until February 15, 1908, under lease in perpetuity; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date December 1, 1886, this company leased in perpetuity all of its railroad, built and to be built, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. CO.

By deed dated February 15, 1908, The Omaha and North Platte Railroad Company conveyed its railroad to the Chicago, Burlington & Quincy Railroad Company, the road being described as follows:

"Beginning at a point on the west line of 10th Street between Mason and Marcy Streets, in Omaha, Nebraska, and extending thence in a southwesterly direction through the counties of Douglas, Sarpy and Saunders to Ashland, Nebraska; thence in a westerly direction through the counties of Saunders, Butler and Colfax to a point . . . in Schuyler, Nebraska, a distance of about 80.59 miles;

"Also beginning at the connection with the above described railroad . . . and extending thence in a southerly direction to the connection with the railroad of the Union Stock Yards Company . . . at South Omaha; all in Douglas County, Nebraska, a distance of about .6 miles."

CORPORATE EXISTENCE

This company is still in existence, but inactive.

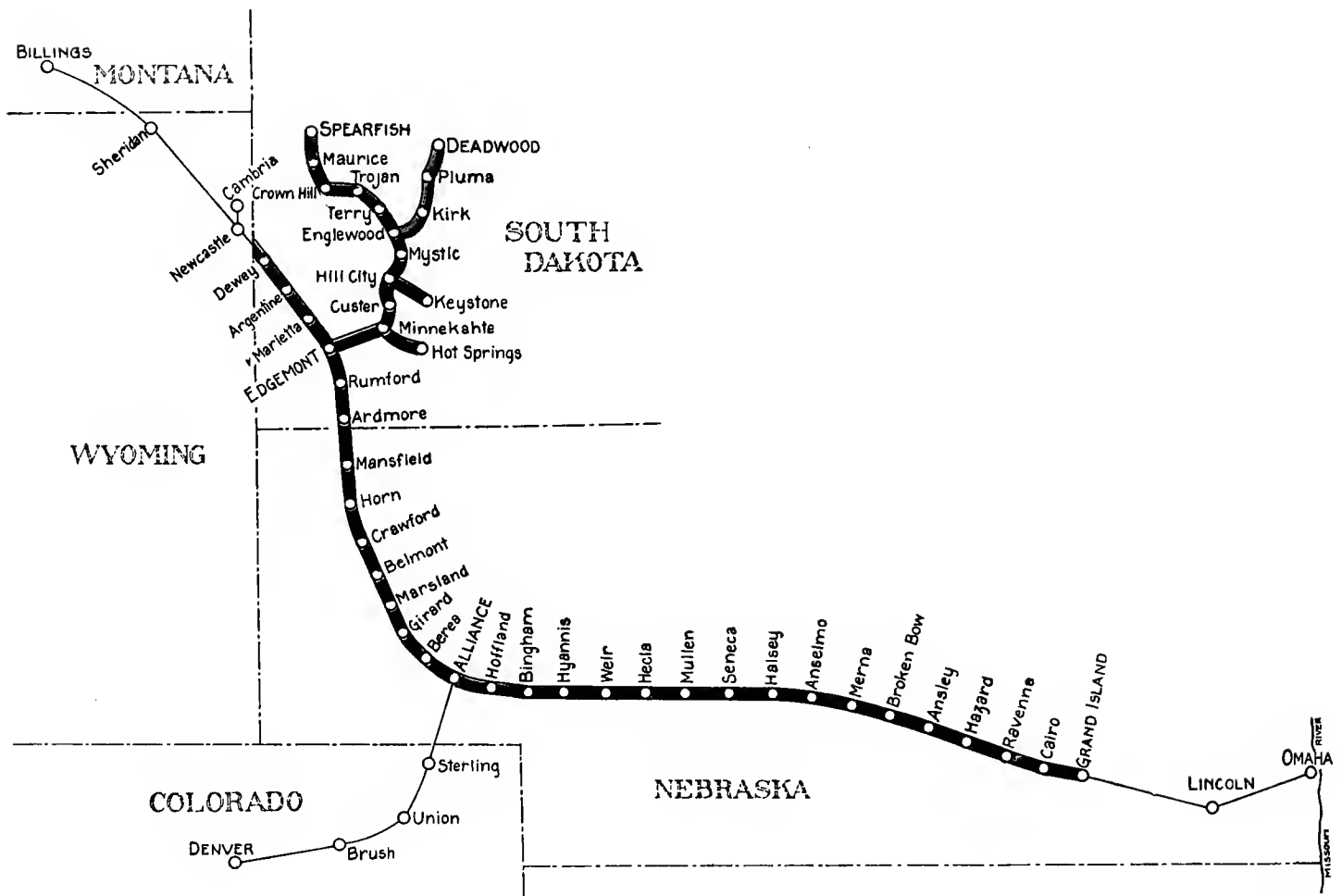
CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Omaha and North Platte Railroad Company, incorporated under General Law of Nebraska by Articles dated October 14, 1885.
- (2) Deed, of date January 13, 1886, from Omaha & South Western Railroad Company, conveyed to The Omaha and North Platte Railroad Company a line of railroad 4.2 miles long, extending from the station at Omaha to Union Stock Yards, South Omaha.
- (3) Lease, in perpetuity (of date December 1, 1886), from The Omaha and North Platte Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (4) Deed, of date February 15, 1908, from The Omaha and North Platte Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

The Grand Island and Wyoming Central Railroad



All the following conveyed to C. B. & Q. by deeds dated February 13, 1897, and December 1, 1897.

The Grand Island & Wyoming Central Railroad Company:

FROM	TO	MILEAGE	COMPLETED
MAIN LINE Grand Island	Ravenna	31.20	June 30, 1886.
	Ansley	32.10	August 12, 1886.
	Broken Bow	16.20	August 26, 1886.
	Anselmo	21.19	September 13, 1886.
	Whitman	99.31	May 30, 1887.
	Alliance	69.60	February 3, 1888.
BRANCHES Alliance	Hemingford	19.70	August 5, 1889.
	Marsland	15.30	September 3, 1889.
	Crawford	22.43	September 19, 1889.
	Hat Creek	30.27	October 10, 1889.
	Marietta	31.	October 30, 1889.
Edgemont	State Line	13.02	November 18, 1889.
	Minnekahta	16.10	August 24, 1890.
	Custer	28.40	October 6, 1890.
	Hill City	15.36	November 4, 1890.
Minnekahta	Deadwood	46.54	February 1, 1891.
	Hot Springs	12.43	July 3, 1891.
Englewood	Spearfish	31.91	December 11, 1893.
	Hill City	9.50	February 25, 1900.
Total		561.56	

Englewood to Deadwood, 8 miles.

The first construction of this line was by the Deadwood Central in 1889 from Deadwood to Lead City, via Pluma. In 1890 this Company purchased the line from Englewood to Deadwood, the D. C. reserving the right to lay a third rail. This third rail was laid from Deadwood to Kirk in 1891, and from Kirk to Englewood about 1905.

The Grand Island and Wyoming Central Railroad Company

INCORPORATION

Incorporated under the General Law of Nebraska. Certificate dated October 14, 1885, and filed with the Secretary of State for Nebraska, October 15, 1885, and recorded in book "A" of Railroad Records. Articles of Incorporation were adopted May 11, 1886, and filed with the Secretary of State for Nebraska, May 25, 1886, and certified copy of the Articles were filed with the Secretary of State for South Dakota, November 27, 1888. By its original Articles the company proposed to build the following railroad, to wit:

"The railroad of the said company shall commence at the town of Grand Island, in the County of Hall and State of Nebraska, and shall run thence northwest through parts of Hall, Buffalo, Sherman, Custer, Blaine and Logan Counties, and northwesterly through unorganized territory; thence northwest through Cheyenne, Sheridan, Dawes and Sioux Counties to a point on the Nebraska-Wyoming line in Sioux County, with branches that may be hereafter determined upon."

Of date November 13, 1888, the Articles of Incorporation were amended to provide for a branch line between the following points, to wit:

"beginning at a point on the main line of said road in Box Butte County, Nebraska, at or near the town of Alliance in said county, and running thence in a northerly direction . . . to a point on the northern boundary line of said state about twenty-five miles east of the northwest corner of the state; thence extending into the Territory of Dakota, entering said territory upon the southern boundary line of Fall River County about twenty-five miles east of the southwestern corner of said county, thence in a northwesterly direction through parts of the Counties of Fall River and Custer in said territory to a point on the boundary line between the Territories of Dakota and Wyoming near the southern boundary line of Crook County, Wyoming."

Of date April 5, 1890, an Amendment was adopted providing for the construction of a line between the following points, to wit:

". . . beginning at a point on the main line of its Alliance-Dakota branch line, Fall River County, South Dakota, in Township (8), Range (2) east, of Black Hills Meridian (in what will be the southeast quarter of section (36) when the Township shall have been subdivided); and running thence in a northerly direction through said Fall River County . . . to a point on the northern boundary line of said State of South Dakota. . ."

Of date May 18, 1891, the Articles of Incorporation were amended to authorize the construction of the following branch road, to wit:

"Beginning at a point on the Deadwood line of the road in Fall River County, South Dakota, at or near the town of Minnekahta, in said county, and running thence in an easterly direction and down the valley of the Fall River, to and into the town of Hot Springs, in said Fall River County."

Of date January 2, 1893, an Amendment was adopted providing for the construction of a branch road between the following points, to wit:

"Beginning at a point on the Deadwood line of the road in Lawrence County, South Dakota, at or near the town of Englewood, in said County, and running thence in a general northwesterly direction, via the valley of the Spearfish River, to the town of Spearfish, in Lawrence County, Dakota.

Also a branch from the Spearfish branch line, to be designated as the Nigger Hill branch line, beginning at a point near the junction of the Little Spearfish and the Big Spearfish Creeks and running in a general westerly direction to a point on the state line between the States of South Dakota and Wyoming . . . with branches from said Nigger Hill branch line, via the most practicable route, to the several mines in the Mineral Hill mining district in the State of Wyoming, to be designated as the Mineral Hill branch lines."

Of date February 13, 1900, an Amendment was adopted providing for the construction of a branch road between the following points, to wit:

"Beginning at Hill City Station, Pennington County, South Dakota, on the Deadwood line of this company's road, thence easterly and southeasterly through Townships 1 and 2 south, Range 5 east, and Township 2 south, Range 6 east, through the mining camps of Keystone, Harney and Glendale to the east line of Section 13, Township 2 south, Range 6 east . . ."

ORGANIZATION

The company was organized January 13, 1886.

TERMINI AND DESCRIPTION

MAIN LINE: From a connection with the Republican Valley Railroad at Grand Island, Nebraska, thence westerly to Alliance, Nebraska, a distance (first main) of 269.60 miles.

BRANCH LINES: From the terminus of the line last above described at Alliance, Nebraska, thence northwesterly through the States of Nebraska and Dakota to the west line of Dakota west of Dewey (connection with The Grand Island and Northern Wyoming Railroad), a distance (first main) of 131.72 miles; 48.87 miles in South Dakota and 82.85 miles in Nebraska.

From a connection with the line last above described at Edgemont, South Dakota, thence northerly to Deadwood, South Dakota, a distance (first main) of 106.40 miles, all in South Dakota.

From a connection with this company's line at Minnekahta, South Dakota, thence easterly to Hot Springs, South Dakota, a distance (first main) of 12.43 miles.

From a connection with this company's line at Englewood, South Dakota, thence northwesterly to Spearfish, South Dakota, a distance (first main) of 31.91 miles.

From a connection with this company's line at Hill City, South Dakota, thence easterly to Keystone, South Dakota, a distance (first main) of 9.5 miles.

Total mileage (first main) constructed in the name of this company was 561.56 miles; 352.45 miles in Nebraska and 209.11 miles in South Dakota.

CONSTRUCTION

MAIN LINE: (Grand Island to Alliance). Of date April 12, 1886, this company made a contract for the construction of the first one hundred miles from Grand Island, Nebraska, westerly, and May 31, 1886, for the second one hundred mile section, and in April, 1887, work was commenced on the third seventy-five mile section. The railroad was opened for traffic as follows: From Grand Island to Ravenna, 31.20 miles, June 30, 1886; to Ansley, 32.10 miles, August 12; to Broken Bow, 16.20 miles, August 26; to Anselmo, 21.19 miles, September 13, 1886; to Whitman, 99.31 miles, May 30, 1887; to Alliance, 69.60 miles, February 3, 1888.

BRANCH LINE: (Alliance to South Dakota-Wyoming State line). Construction commenced at Alliance in November, 1888, and the line was completed and opened for traffic as follows: To Hemingford, 19.70 miles, August 5, 1889; to Marsland, 15.30 miles, September 3; Crawford, 22.43 miles, September 19; Hat Creek, South Dakota, 30.27 miles, October 10; Marietta, 31 miles, October 30; and to the east line of Wyoming, 13.02 miles, November 18, 1889.

BRANCH LINE: (Edgemont to Deadwood). Construction commenced at Edgemont in April, 1890, and the road was completed and opened as follows: To Minnekahta, 16.10 miles, August 24, 1890; Custer, 28.40 miles, October 6; Hill City, 15.36 miles, November 4, 1890; Deadwood, 46.54 miles, February 1, 1891.

(For details of this line from Englewood to Deadwood and connection with Deadwood Central Railroad Company, see "Acquisition by Purchase," this company.)

BRANCH LINE: (Minnekahta to Hot Springs). Construction commenced at Minnekahta in May, 1891, and the road was completed to a connection with the C. & N. W. near Hot Springs and opened for traffic July 3, 1891. The line from connection with the C. & N. W. to Hot Springs, .91 mile, is jointly owned by this company and the C. & N. W. Ry. Co.

BRANCH LINE: (Englewood to Spearfish). Construction commenced at Englewood in November, 1891; completed to Spearfish and opened for traffic December 11, 1893.

BRANCH LINE: (Hill City to Keystone). Construction commenced at Hill City September 5, 1899, and the road was completed to Keystone and opened for traffic February 25, 1900. (3.04 miles of this line were originally built prior to 1899 as a side track to tin mines east of Hill City.)

ACQUISITION BY PURCHASE

From Englewood northerly to Deadwood this company purchased from the Deadwood Central Railroad Company a right of way and a

grade thereon, which the last named company had constructed for a narrow gauge railroad and which it was operating at the time of the purchase above mentioned. One of the terms of this contract was that the Deadwood Central Railroad Company was to have the right to lay a third rail upon the line from Englewood to Deadwood and any extensions thereof, together with the right to operate trains over this portion of The Grand Island and Wyoming Central Railroad, and under the terms of this agreement the Deadwood Central, at this time, has the right to operate trains over the line from Englewood to Deadwood.

OPERATION

This company did not operate the main or branch line railroads constructed in its name. The main line from Grand Island to Alliance was operated from the date of its completion and until February 13, 1897, by the Chicago, Burlington & Quincy Railroad Company, as lessee; operated since February 13, 1897, by the Burlington Company, as owner by deed: the various branch lines, as hereinbefore noted, were operated from the date of their completion and until December 31, 1897, by the Chicago, Burlington & Quincy Railroad Company as lessee; operated since December 1, 1897, by the Burlington Company as owner, by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date December 1, 1886, this company leased, in perpetuity, all of its railroad, built and to be built, to the Chicago, Burlington & Quincy Railroad Company.

DEEDS TO C. B. & Q. R. R. CO.

By deed dated February 13, 1897, this company conveyed to the Chicago, Burlington & Quincy Railroad Company its main-line railroad, extending from Grand Island to Alliance, Nebraska, the said road being described as follows:

“Beginning at the town of Grand Island, in Hall County, Nebraska, and extending thence in a northwesterly direction through the Counties of Buffalo, Sherman, Custer, Blaine, Thomas, Hooker, Grant, Sheridan and Box Butte, all in the State of Nebraska, to the town of Alliance in said Box Butte County, a distance of 269.60 miles.”

By deed dated December 1, 1897, this company conveyed to the Chicago, Burlington & Quincy Railroad Company the remainder of its railroad, constructed and to be constructed, and consisting of its branch lines, and described as follows:

“Beginning at the town of Alliance in Box Butte County, Nebraska, and extending thence in a northwesterly direction through the Counties of Box Butte, Dawes and Sioux, in the State of Nebraska and the Counties of Fall River, Custer, Pennington and Lawrence in South Dakota to Deadwood in said Lawrence County, a distance of 216.99 miles; and also the following described lines, to-wit: Beginning at the town of Edgement, in Fall River County, South Dakota, and extending thence in a northwesterly direction to a

point on the boundary line between the States of South Dakota and Wyoming where it connects with the Grand Island and Northern Wyoming Railroad, a distance of 21.13 miles; also from Minnekahta, in Fall River County, South Dakota, to Hot Springs in said county, a distance of 12.43 miles; and from Englewood in Lawrence County, South Dakota, to Spearfish in said county, a distance of 31.91 miles; the length of said first party's lines above described and now owned by it and in operation from the said town of Alliance to the termini above named, being 282.46 miles."

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

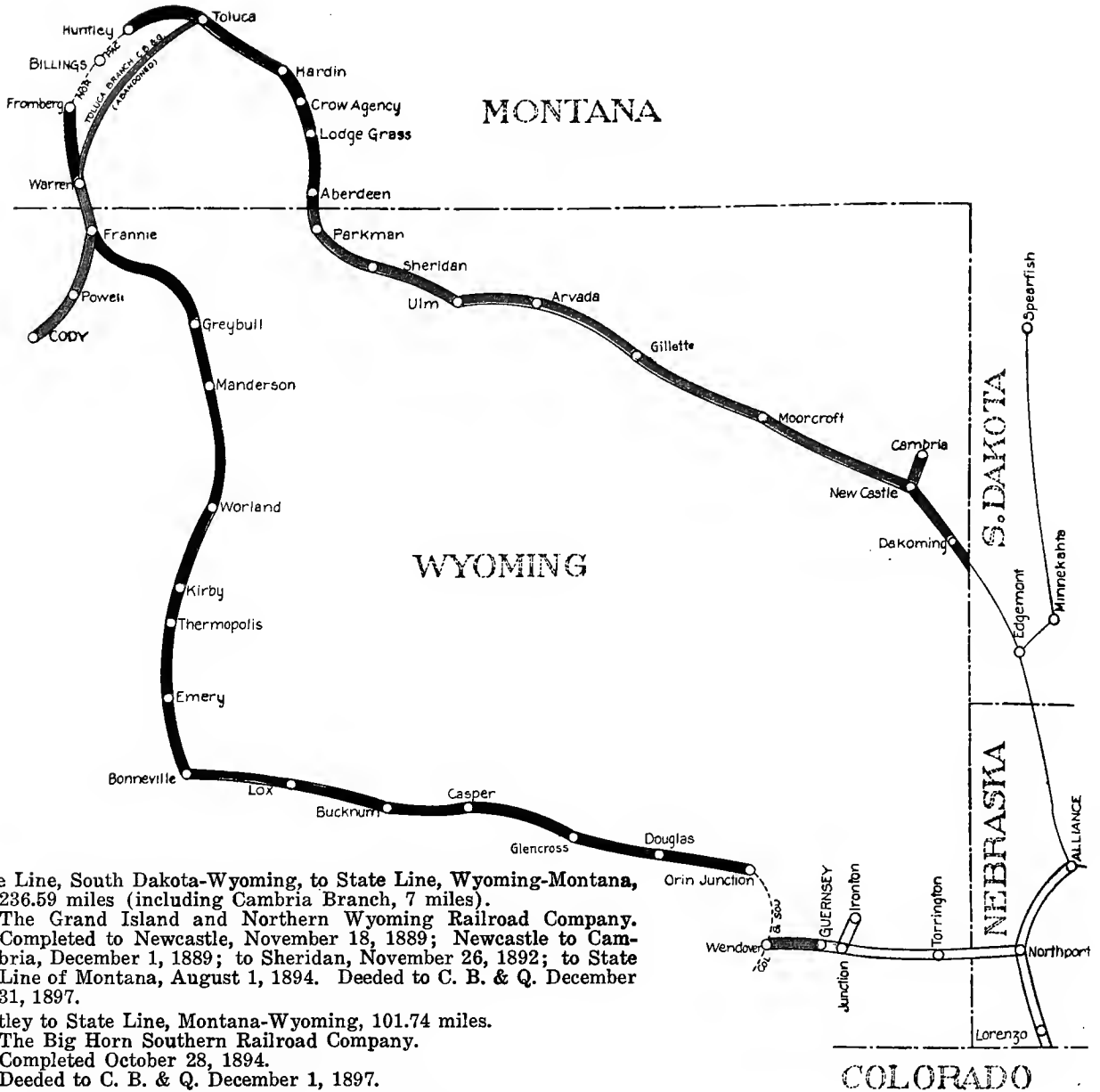
The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Grand Island and Wyoming Central Railroad Company, incorporated under the General Law of Nebraska by Articles dated October 14, 1885.
- (2) Amendment, of date November 13, 1888, providing for a branch line from Alliance, Nebraska, northwesterly to the South Dakota-Wyoming State line.
- (3) Amendment, of date April 5, 1890, providing for a branch line from Edgemont, South Dakota, to Deadwood, South Dakota.
- (4) Amendment, of date May 18, 1891, providing for a branch line from Minnekahta, South Dakota, to Hot Springs, South Dakota.
- (5) Amendment, of date January 2, 1893, providing for a branch line from Englewood, South Dakota, to Spearfish, South Dakota.
- (6) Amendment, of date February 13, 1900, providing for a branch line from Hill City, South Dakota, to Keystone, South Dakota.
- (7) Lease in perpetuity, of date December 1, 1886, from The Grand Island and Wyoming Central Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (8) Deed, of date February 13, 1897, from The Grand Island and Wyoming Central Railroad Company, conveying to the Chicago, Burlington & Quincy Railroad Company that portion of the grantor's railroad extending from Grand Island to Alliance, Nebraska.
- (9) Deed, of date December 1, 1897, from The Grand Island and Wyoming Central Railroad Company to the Chicago, Burlington & Quincy Railroad Company, conveying the grantor's railroad property and franchises, except that portion conveyed by the deed of February 13, 1897.



Wyoming and Montana Lines



- State Line, South Dakota-Wyoming, to State Line, Wyoming-Montana, 236.59 miles (including Cambria Branch, 7 miles).**
 The Grand Island and Northern Wyoming Railroad Company.
 Completed to Newcastle, November 18, 1889; Newcastle to Cambria, December 1, 1889; to Sheridan, November 26, 1892; to State Line of Montana, August 1, 1894. Deeded to C. B. & Q. December 31, 1897.
- Huntley to State Line, Montana-Wyoming, 101.74 miles.**
 The Big Horn Southern Railroad Company.
 Completed October 28, 1894.
 Deeded to C. B. & Q. December 1, 1897.
- Toluca, Montana, to Cody, Wyoming, 130.15 miles.**
 Guernsey to Wendover, 8.31 miles.
 C. B. & Q. R. R. Co. Completed to Cody, November 11, 1901. Completed to Wendover, December 15, 1915.
 (From Toluca to near Warren, 74.62 miles, abandoned in May, 1911.)
- Alliance via Northport to Guernsey and Ironton (including Ironton Branch, 8.85 miles) and Northport to Col.-Neb. State Line, 190.96 miles.**
 Nebraska, Wyoming and Western Railroad Company.
 Completed, Alliance via Northport to Guernsey, June 11, 1900; Northport to Col.-Neb. State Line, September 14, 1900; Ironton Junction to Ironton, October, 1905. Deeded to C. B. & Q. February 15, 1908.
- Orin Junction, Wyoming, to Fromberg, Montana.**
 Big Horn Railroad Company.

FROM	TO	MILEAGE	COMPLETED
Frannie Junction	Kirby	110.91	September 3, 1907.
Kirby	Thermopolis	11.48	May 23, 1910.
Warren	Fromberg	29.92	April 24, 1911.
Thermopolis	Orin Junction	202.82	October 18, 1914.

Deeded to C. B. & Q. December 1, 1908, and July 1, 1916.

TRACKAGE RIGHTS.

Huntley to Billings, 12.90 miles over Northern Pacific R. R.
 Billings to Fromberg, 37 miles over Northern Pacific R. R.
 Wendover to Orin Junction, 31.09 miles over Colorado & Southern Railroad.

The Grand Island and Northern Wyoming Railroad Company

INCORPORATION

This company was incorporated under the General Law of the Territory of Wyoming by Certificate dated November 17, 1888, and filed with the Secretary of Wyoming Territory, February 4, 1889, and recorded in Book 4 of Incorporation Records, at Page 330. By its Certificate the company proposed to construct the following railroad:

"Beginning at a point on the Eastern Boundary-line of Wyoming Territory in Township forty or forty-one, and running in a general northwesterly direction through the Counties of Converse and Crook to a point on the Northern Boundary line of said Territory of Wyoming; together with such branch lines in Converse, Crook, Laramie, Johnson, Albany, Carbon, Sweetwater, Fremont, Sheridan, Natrona and Uintah Counties, as may be hereafter determined upon."

ORGANIZATION

The company was organized February 6, 1889.

TERMINI AND DESCRIPTION

This company constructed a main line from a point east of Dakoming, Wyoming, on the Wyoming-South Dakota State line (connection with The Grand Island and Wyoming Central Railroad), thence northwesterly to a point on the Wyoming-Montana State line north of Parkman, Wyoming (connection with The Big Horn Southern Railroad); also a branch line beginning at New Castle, Wyoming, and extending northerly to Cambria.

Total mileage constructed (first main) was 236.91 miles, 229.73 miles being main line and 7.18 miles branch line, all in Wyoming.

CONSTRUCTION

Work was begun on several different sections of the main line during December, 1888, and it was completed from the Wyoming-South Dakota State line to New Castle, Wyoming, 23.1 miles, on November 18, 1889; to Merino, Wyoming (now Upton), 29.3 miles, was begun in May, 1890, and opened August 5, 1890; from Merino to Moorcroft, 20.2 miles, commenced in October, 1890, was completed and opened to traffic July 3, 1891; from Moorcroft to Gillette, Wyoming, 28 miles, was opened on August 20, 1891. From Gillette west the line was opened as follows: To Croton, 30.1 miles, July 7, 1892; to Arvada, 13.8 miles, August 1, 1892; to Regis, 8.1 miles, September 15, 1892; to Clearmont, 11.4 miles, October 5, 1892; to Sheridan, 38.1 miles, November 26, 1892; to Alger, 9.1 miles, July 14, 1893, and to a connection with the Big

Horn Southern Railroad on the line between Montana and Wyoming, 19.53 miles, August 1, 1894.

The branch line from New Castle north to Cambria, Wyoming, a distance of 7.18 miles, was commenced in December, 1888, and completed December 1, 1889.

OPERATION

The main and branch lines constructed under the charter granted to this company were operated from the date of their completion by the Chicago, Burlington & Quincy Railroad Company; until December 31, 1897, under a lease; since that date, as owner, by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date December 2, 1889, this company leased in perpetuity all of its railroad, built and to be built, together with all of its property, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. CO.

By deed of date December 31, 1897, the Grand Island & Northern Wyoming Railroad Company conveyed all of its railroad property to the Chicago, Burlington & Quincy Railroad Company, its road being described as follows:

"Beginning at a point on the boundary-line between the states of South Dakota and Wyoming in Section 3, Township 41 North, Range 60 west of the sixth principal meridian and extending thence in a northwesterly direction through the Counties of Weston, Crook and Sheridan in the state of Wyoming, to a point on the boundary line between the states of Wyoming and Montana, which point is . . . 595 feet west of Milepost 185 of said state line, a distance of 229.59 miles; and also a branch beginning at the town of New Castle in Weston County, Wyoming, and extending thence to Cambria in said County, a distance of 7 miles; the length of said first party's railroad lines, above described, now built and owned by it and in operation, being 236.59 miles."

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated under General Law of Wyoming Territory by Certificate dated November 17, 1888.
- (2) Lease in perpetuity, of date December 2, 1889, from The Grand Island and Northern Wyoming Railroad Company to the Chicago, Burlington & Quincy Railroad Company, of all the grantor's property and franchises.
- (3) Deed, of date December 31, 1897, from The Grand Island and Northern Wyoming Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

The Big Horn Southern Railroad Company

INCORPORATION

Incorporated under the General Law of the Territory of Montana by Articles dated December 10, 1888, and filed with the Secretary of the Territory, December 20, 1888.

AMENDMENT DEFINING ROUTE

By an amendment, of date October 18, 1893 (filed October 23, 1893), the route was defined as follows:

“. . . the northern terminus of said road shall be in the County of Yellowstone, State of Montana, at some point on the Yellowstone River; and said road shall be constructed from said point by the most practicable route across the Crow Indian reservation, to the Valley of the Big Horn River, thence up said Valley and across the Fort Custer Military Reservation and up the Valley of the Little Big Horn River and a tributary thereof to and across the southern boundary from the said line above described, beginning in the Fort Custer Military Reservation, or at some point in the Valley of the Little Big Horn River, and running thence in a southwesterly or westerly direction across said Crow Indian Reservation to the boundary of said reservation.”

ACT OF CONGRESS GRANTING RIGHT OF WAY

An Act of Congress, of date February 12, 1889, granted this company a right of way across the Crow Indian Reservation.

ORGANIZATION

The company was organized November 21, 1888.

TERMINI AND DESCRIPTION

The company constructed a line of railroad extending from the Montana-Wyoming State line, south of Aberdeen, northwesterly to Huntley, Montana. Total mileage (first main), 101.74 miles, all in Montana.

CONSTRUCTION

Commenced at the Wyoming State line (where a connection was made with The Grand Island and Northern Wyoming Railroad), April 25, 1894, and the road was completed and opened for business to Aberdeen, 3.53 miles, August 1, 1894; to Crow Agency, 40.03 miles, August 23, 1894; to Fort Custer, 10.87 miles, September 1, 1894, and to a connection with the Northern Pacific Railroad at Huntley, Montana, 47.31 miles, October 28, 1894.

TRACKAGE FROM HUNTLEY TO BILLINGS, MONTANA

By an agreement, of date October 29, 1894, with the Receivers of the Northern Pacific Railroad, the company secured the right to a joint use of the Northern Pacific Railroad from Huntley to Billings, Montana, 12.90 miles. This contract was renewed September 1, 1896, for the term of 10 years, and is at this time continued in force by mutual agreement.

OPERATION

Operated from date of completion by Chicago, Burlington & Quincy Railroad Company; until December 1, 1897, under a lease; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date December 1, 1894, this company leased its railroad in perpetuity to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. CO.

Of date December 1, 1897, The Big Horn Southern Railroad conveyed by deed to the Chicago, Burlington & Quincy Railroad Company its railroad property, described as follows:

"Beginning at a point on the boundary-line between the States of Wyoming and Montana . . . and extending thence in a northerly direction through Custer County, Montana, down the Valley of Twin Creek and Pass Creek to the Little Big Horn River; thence down the Valley of the Little Big Horn River to the Big Horn River at Fort Custer, thence westerly to the slopes of the Yellowstone Valley; thence northwesterly and westerly to a junction with the Northern Pacific Railway . . . the length of the said railroad being 101.74 miles."

CORPORATE EXISTENCE

The Big Horn Southern Railroad Company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

Toluca Branch of the C. B. & Q. R. R. Co.

AUTHORITY FOR CONSTRUCTION

Pursuant to authority of the laws of Montana and Wyoming and resolutions of the Board of Directors of the Chicago, Burlington & Quincy Railroad Company, of date February 23, 1900, the Toluca Branch line (extending from Toluca, Montana, on the Big Horn Southern Railroad southwesterly to Cody, Wyoming) was constructed in the name of the Chicago, Burlington & Quincy Railroad Company.

CONSTRUCTION

The branch was completed and opened for business from Toluca, Montana, to Prior, 49.75 miles, July 1, 1901; to Bowler, 22.61 miles, August 1, 1901; to Garland, Wyoming, 29.86 miles, September 1, 1901; to Corbett, 21.02 miles, October 2, 1901, and it was completed and placed in operation to Cody, Wyoming, a total distance of 130.15 miles, November 11, 1901.

ABANDONMENT OF PART OF BRANCH

During April and May, 1911, 74.62 miles of said Toluca Branch, being that portion in the State of Montana from Toluca southwesterly to Warren, was abandoned, and the track taken up, leaving the present length of this line, from a point near Warren, Montana, to Cody, Wyoming, 55.53 miles.

CHAIN OF TITLE

- (1) Big Horn Southern Railroad Company, incorporated under laws of Montana Territory by Articles dated December 10, 1888.
- (2) Act of Congress, of date February 8, 1889, granting to The Big Horn Railroad Company a right of way through Crow Indian Reservation.
- (3) Lease in perpetuity, of date December 1, 1894, from The Big Horn Southern Railroad to the Chicago, Burlington & Quincy Railroad Company.
- (4) Deed, of date December 1, 1897, from The Big Horn Southern Railroad to Chicago, Burlington & Quincy Railroad Company.

Nebraska, Wyoming and Western Railroad Company

INCORPORATION

Incorporated under the General Law of Nebraska. Certificate of Incorporation, dated April 4, 1899, and on that date filed with the Secretary of State of Nebraska and recorded in Book "C" of Railroad Records, at page 456. Articles of Incorporation, dated June 28, 1899, were filed with the Secretary of State, June 30, 1899. Certified copy of the Certificate of Incorporation was filed with the Secretary of State for Wyoming, April 11, 1899. The original articles describe the railroad as follows, to wit:

"Beginning at Alliance, in Box Butte County, Nebraska, and running thence in a southerly direction to a point in the Valley of the North Platte River, in Cheyenne County, Nebraska, thence in a northwesterly direction up the valley of the North Platte River through the Counties of Cheyenne, Scott's Bluff and Sioux, in the State of Nebraska to the boundary-line between the States of Nebraska and Wyoming thence into the State of Wyoming and through the Counties of Laramie, Converse, Albany, Natrona, Carbon, Fremont, Sweetwater and Uintah, to the boundary-line between the States of Wyoming and Idaho; with a branch extending from said line at some point in the valley of the North Platte River, in Cheyenne County, Nebraska, in a southerly direction through the County of Cheyenne to the boundary-line between the States of Nebraska and Colorado, together with such other branches in the States of Nebraska and Wyoming as the directors may hereafter establish."

An amendment, dated October 20, 1905, authorized the construction of a branch line as follows, to wit:

"Beginning at a point near Bridgeport, in Cheyenne County, Nebraska, and running in a southeasterly direction . . . to some point either on the line of the Nebraska & Colorado Railroad between Somerset and Holdrege, Nebraska, or a point on the Burlington & Missouri River Railroad, in Nebraska, between Kearney and Lowell."

ORGANIZATION

Company was organized June 17, 1899.

TERMINI AND DESCRIPTION

This company constructed a main line beginning at a connection with The Grand Island and Wyoming Central Railroad at Alliance, Nebraska, thence southerly to Northport, Nebraska, thence westerly through the States of Nebraska and Wyoming to Guernsey, Wyoming, a distance (first main) of 128.19 miles; 41.27 miles in Wyoming and 86.92 miles in Nebraska.

BRANCH LINE, extending from a connection with the above main line at Northport, Nebraska, and extending thence southerly to a connection with The Denver and Montana Railroad at the Nebraska-Colorado State line south of Lorenzo, Nebraska, a distance (first main) of 53.28 miles, all in Nebraska.

BRANCH LINE, from a point on the main line near Guernsey, Wyoming (Ironton Junction), northerly to the Chicago mine at Ironton, Wyoming, a distance (first main) of 8.85 miles in Wyoming.

EXTENSION (see Extension by C. B. & Q. R. R. Co.), from terminus of main line at Guernsey, Wyoming, thence westerly to a connection with the Colorado & Southern Railroad at Wendover, Wyoming, a distance (first main) of 8.10 miles.

LEASED LINE

The C. B. & Q. R. R. Co. of date October 18, 1916, leased from the Colorado & Southern Railway Company the line of the latter company from Wendover to Orin Junction, a distance of 31.09 miles. This lease is indefinite as to duration, but is subject to termination by either party on six months' written notice.

Total mileage constructed under charter of Nebraska, Wyoming and Western Railroad Company (not including extension from Guernsey to Wendover constructed by C. B. & Q. R. R. Co.):

FROM	TO	MILEAGE		Total
		Nebraska	Wyoming	
Alliance.....	Guernsey	87.56	41.27	128.83
Northport.....	Nebraska-Colorado State Line..	53.28	.....	53.28
Ironton Jct.....	Ironton.....	.....	8.85	8.85
Total.....		140.84	50.12	190.96

CONSTRUCTION

Construction on the main line (Alliance to Guernsey) commenced at Alliance in June, 1899, and it was completed and opened to traffic as follows: To Angora, 21.43 miles, October 14, 1899; to Northport, 2.74 miles, January 13, 1900; to Bayard, 11.79 miles, January 17, 1900; to Scottsbluff, 19.04 miles, February 9; to Torrington, Wyoming, 31.22 miles, April 7; to Fort Laramie, 19.96 miles, May 2; to Guernsey, 13.39 miles, June 11, 1900.

Construction on the branch line from Northport southerly to the Nebraska-Colorado State line commenced at Northport in 1899, and the line was completed and opened to traffic as follows: To Bridgeport, 2.74 miles, January 13, 1900; to the Colorado-Nebraska State line (connection with the Denver and Montana Railroad), 50.54 miles, September 14, 1900.

In 1905 a branch line was built in the name of the Nebraska, Wyoming and Western Railroad Company from Guernsey (Ironton Junction) to the Chicago mine at Ironton, Wyoming. This branch was opened in October, 1905.

In addition to the railroad completed and placed in operation, this company secured the right of way for and graded approximately twenty miles on a proposed branch line authorized by an amendment of October 20, 1905 (hereinbefore set out), and extending from Bridgeport, Nebraska, easterly.

EXTENSION BY C. B. & Q. R. R. CO.

December 1, 1913, the Chicago, Burlington & Quincy Railroad Company began construction on an extension from Guernsey, Wyoming, westerly to a connection with the Colorado & Southern Railway at Wendover, 8.31 miles. This extension was completed and opened to traffic December 15, 1915.

OPERATION

Entire line operated from date of completion by Chicago, Burlington & Quincy Railroad Company; until February 15, 1908, under a lease for fifty years; since that date as owner, by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date May 1, 1900, this company leased its railroad, built and to be built, for the term of fifty years, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. CO.

By deed dated February 15, 1908, the Nebraska, Wyoming and Western Railroad Company conveyed all of its property to the Chicago, Burlington & Quincy Railroad Company, the said road being described as follows:

“. . . beginning at . . . Alliance, Nebraska, and extending thence in a southerly direction . . . to a point on the said line between the States of Nebraska and Colorado . . . a distance of about 86.71 miles.

“Also, beginning at the point of connection with the above described railroad . . . at Northport, Cheyenne County, Nebraska, and extending thence in a northwesterly direction . . . to Guernsey, Laramie County, Wyoming, a distance of about 95.4 miles.

“Also, beginning at the connection of the railroad last above described . . . and extending thence in a northerly direction to . . . (Ironton) all in Laramie County, Wyoming, a distance of about 8.85 miles.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated under the General Law of Nebraska. Certificate of Incorporation, dated April 4, 1899, filed with the Secretary of State, April 4, 1899. Articles of Incorporation, dated June 28, 1899, filed with the Secretary of State, June 30, 1899.
- (2) Certificate of Incorporation filed with the Secretary of State of Wyoming, April 11, 1899.
- (3) Acceptance by Nebraska, Wyoming and Western Railroad Company of the constitution of the State of Wyoming by resolution, filed June 28, 1899.
- (4) Lease, of date May 1, 1900, for fifty years from the Nebraska, Wyoming and Western Railroad Company to the Chicago, Burlington & Quincy Railroad Company of all the lessor's lines, built and to be built.
- (5) Deed, of date February 15, 1908, from the Nebraska, Wyoming and Western Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

The Denver and Montana Railroad Company

INCORPORATION

Incorporated under the General Law of the State of Colorado by Certificate of Incorporation dated April 25, 1899, and filed with the Secretary of State, April 26, 1899.

By its said Articles the company proposed to construct a railroad as follows:

“ . . . beginning at some point on the line of the railroad of the Burlington & Colorado Railroad Company, in Morgan County, Colorado, thence northerly through the Counties of Morgan, Washington and Logan, to a point in Logan County on the boundary line between the States of Colorado and Nebraska.”

ORGANIZATION

The company was organized May 1, 1899.

TERMINI AND DESCRIPTION

This company constructed a main line railroad from the Colorado-Nebraska State line, near Peetz, southerly to a junction with the Union Pacific Railroad at Sterling, Colorado; and from a junction with the Union Pacific Railroad at Union, Colorado, southerly to Brush. Total mileage (first main), 39.24 miles, all in Colorado. No branch lines were constructed.

From Sterling to Union, Colorado, 23 miles, a trackage agreement was made whereby this company acquired the right to use the railroad of the Union Pacific Railroad Company.

CONSTRUCTION

Construction commenced February 15, 1900, on the northern boundary line of the State of Colorado (at a connection with the Nebraska, Wyoming & Western Railroad), and the railroad was built from that point southerly to Sterling, Colorado, 27.85 miles.

Construction on the section from Union southerly to Brush, Colorado, 11.39 miles, was begun and completed in 1900.

Both of the above main line sections (first main), 39.34 miles long, were opened for traffic September 16, 1900.

OPERATION

Operated from date of completion by Chicago, Burlington & Quincy Railroad Company; under lease until February 15, 1908; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date December 1, 1900, the company leased its railroad to the Chicago, Burlington & Quincy Railroad Company for the term of fifty years, the lease being effective October 1, 1900.

DEED TO C. B. & Q. R. R. CO.

Of date February 15, 1908, The Denver and Montana Railroad Company conveyed by deed all of its railroad property and franchises to the Chicago, Burlington & Quincy Railroad Company, its said road being described as follows:

“Beginning at a point on the state line between the States of Nebraska and Colorado on the northern line of fractional section 20, Township 12 north, Range 51 west, and extending thence in a southerly direction to a connection with the Union Pacific Railroad in the southeast quarter of Section 29, Township 8 north, Range 52 west, all in Logan County, Colorado, a distance of about 27.85 miles.

“Also beginning at a point of connection with the Union Pacific Railroad in the northeast quarter of Section 26, Township 5 north, Range 55 west, at Union, and extending thence in a southwesterly direction to a connection with the railroad of the Burlington & Colorado Railroad Company, in the southeast quarter of Section 3, Township 3 north, Range 56 west, at Brush, all in Morgan County, Colorado, a distance of about 11.39 miles.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated under the General Law of Colorado by Certificate dated April 25, 1899.
- (2) Leased for 50 years, of date September 1, 1900, from The Denver and Montana Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, of date September 15, 1908, from The Denver and Montana Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Lincoln and Black Hills Railroad Company

INCORPORATION

Incorporated under the General Law of Nebraska. Certificate was dated February 21, 1887, and filed with the Secretary of State, March 23, 1887, and recorded in book "A" of Railroad Records, at page 545. Articles were adopted June 27, 1887, and filed with the Secretary of State, June 30, 1887. By its Articles the company proposed to build the following railroad:

" . . . from the town of Central City in the County of Merrick and State of Nebraska running in a northwesterly direction through the Counties of Merrick, Howard, Greeley, Wheeler, Garfield, Holt, Brown and Keya Paha to a point on the north line of said County of Keya Paha between the State of Nebraska and the territory of Dakota.

" With branch lines in the Counties of Merrick, Howard, Sherman, Valley, Greeley, Garfield, Custer, Loup, Blaine, Brown, Cherry, Nance, Boone and Wheeler; and also in Unorganized Territory lying West of Blaine and South of Cherry Counties."

ORGANIZATION

The company was organized June 21, 1887.

TERMINI AND DESCRIPTION

This company constructed the following lines: MAIN LINE, from Central City, Nebraska, northerly to Ericson, a distance (first main) of 62.94 miles;

BRANCH LINE, extending from a connection with the main line at Palmer, Nebraska, thence northwesterly to Sargent, a distance (first main) of 73.29 miles;

BRANCH LINE, extending from a connection with the main line at Greeley Center, Nebraska, and extending thence northwesterly to Burwell, a distance (first main) of 40.38 miles.

The total mileage constructed by this company was 176.61 miles, all in the State of Nebraska.

CONSTRUCTION

Construction on the main line began at Central City in April, 1887; line completed and opened for traffic to Greeley Center, August 15, 1887, and to Ericson, May 7, 1888.

Construction on the Palmer-Sargent branch line commenced at Palmer April 5, 1887, and the line was completed and opened to Loup City, 40.15 miles, October 10, 1887; to Arcadia, 13.87 miles, October 31,

1887. In July, 1899, this branch was extended to Sargent, 19.27 miles, the extension being opened October 31, 1899. This company also projected a line northwest from Sargent and did the grading therefor, but no track has as yet been laid thereon.

Construction on the Greeley Center-Burwell branch line was begun in May, 1887, and completed to Ord, 24.03 miles, December 3, 1887, and to Burwell, 16.35 miles, on December 15, 1887, and on the last date this branch was opened for traffic. This company also projected a branch line northwesterly from Burwell and constructed a grade, but no track has been laid.

OPERATION

Line operated from date of completion by Chicago, Burlington & Quincy Railroad Company; until February 15, 1908, under a lease; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date February 10, 1888 (effective May 2, 1887), this company leased all of its railroad, built and to be built, together with all of its franchises, to the Chicago, Burlington & Quincy Railroad Company, in perpetuity.

DEED TO C. B. & Q. R. R. CO.

By deed dated February 15, 1908, the Lincoln and Black Hills Railroad Company conveyed all of its railroad property and franchises to the Chicago, Burlington & Quincy Railroad Company, the said railroad being described as follows:

"beginning at the point of connection with the railroad of the second party . . . about 964.5 feet north of the crossing of the Union Pacific Railroad at Central City, Nebraska, and extending thence in a northwesterly direction through the Counties of Merrick, Howard, Greeley and Wheeler to . . . Ericson, Nebraska, a distance of about 62.94 miles;

"Also, beginning at the point of connection with the above described railroad . . . at Greeley Center, Nebraska, and extending thence in a northwesterly direction through the Counties of Greeley, Valley and Garfield to . . . Burwell, Nebraska, a distance of about 40.38 miles;

"Also, beginning at the point of connection with said railroad first above described . . . at Palmer, Nebraska, and extending thence in a northwesterly direction through the Counties of Merrick, Howard, Sherman, Valley and Custer to . . . Sargent, Nebraska, a distance of about 73.29 miles."

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated under the General Law of Nebraska. Certificate dated February 21, 1887, and filed March 23, 1887; Articles dated June 27, 1887, and filed June 30, 1887.
- (2) Lease in perpetuity, dated February 10, 1888 (effective May 2, 1887), from the Lincoln and Black Hills Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, of date February 15, 1908, from the Lincoln and Black Hills Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Oxford and Kansas Railroad Company

INCORPORATION

Incorporated under the General Law of the State of Nebraska. Certificate was dated November 4, 1886, and filed with the Secretary of State, November 5, 1886. Articles, dated February 12, 1887, were filed with the Secretary of State, June 2, 1887.

By its articles the company proposed to construct a railroad:

“. . . from the town of Oxford, in the County of Furnas, State of Nebraska, and running from thence in a generally southwesterly direction through the Counties of Furnas and Red Willow to a point on the State line between the States of Nebraska and Kansas at or near the center of the south line of said County of Red Willow.

“With a branch line from the Valley of Beaver Creek in the eastern part of the County of Furnas in a general southwesterly direction through the Valley of Sappa Creek to a point on the line as aforesaid . . .”

ORGANIZATION

The company was organized February 11, 1887.

TERMINI AND DESCRIPTION

Railroad extended from junction with the Republican Valley Railroad, at Orleans, Nebraska, southwesterly to the Kansas-Nebraska State line west of Marion, Nebraska.

The total mileage (first main) was 59.61 miles, all in Nebraska. No branch lines completed.

CONSTRUCTION

Construction commenced at Orleans March 1, 1887; line completed to Beaver City, 20.20 miles, September 4, 1887; to Wilsonville, 15.30 miles, September 18, 1887, and to the south line of Nebraska, 24.11 miles, October 9, 1887, and soon after the last named date the road was placed in operation from Orleans to the south line of Nebraska.

During 1887 nine miles of the Sappa Creek branch line were graded, but no track was laid.

OPERATION

This line was operated from the date it was opened for traffic by the Chicago, Burlington & Quincy Railroad Company; until February 15, 1908, under a lease; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date March 1, 1887, it leased all of its lines of railroad (constructed and to be constructed) for the term of its corporate existence to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. CO.

Of date February 15, 1908, the Oxford and Kansas Railroad Company conveyed by deed to the Chicago, Burlington & Quincy Railroad Company its line of railroad described as follows:

“Extending from Orleans, Nebraska, southwesterly through the Counties of Harlan, Furnas, and Red Willow, to a point on the State line between the States of Nebraska and Kansas in Red Willow County, a distance of 59.61 miles.”

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Oxford and Kansas Railroad Company, incorporated under the General Laws of the State of Nebraska by Article dated November 4, 1886.
- (2) Lease, of date March 1, 1887, from the Oxford and Kansas Railroad Company to the Chicago, Burlington & Quincy Railroad Company, for the term of the Lessor's charter existence, all of its railroad, built and to be built, together with its franchises and other property.
- (3) Deed, of date February 15, 1908, from Oxford and Kansas Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Beaver Valley Railroad Company

INCORPORATION

Incorporated under General Law of Kansas by Articles dated January 22, 1887, and filed with the Secretary of State, January 27, 1887. By its articles this company proposed to construct the following railroad:

"(from) . . . the boundary line between the States of Nebraska and Kansas, at a point in the Beaver Creek Valley on the Nebraska State Line, thence southwest and west through Decatur, Rawlins, and Cheyenne Counties, to a point on the West Kansas State line in Township 5, in Cheyenne County, with a branch in a southeasterly direction in Decatur County to Oberlin."

ORGANIZATION

The company was organized February 5, 1887.

TERMINI AND DESCRIPTION

The company constructed a railroad from a point on the Kansas-Nebraska State line (from a connection with the Oxford and Kansas Railroad) thence westerly to St. Francis, Kansas, a total distance (first main) of 74.18 miles, all in the State of Kansas. No branch lines were constructed.

CONSTRUCTION

The contract for the construction of this line was let February 5, 1887, and the line was completed and opened for traffic from the Kansas State line to Cedar Bluffs, 2.59 miles, October 9, 1887; to Blakeman, 32.85 miles, November 13, and to St. Francis, 38.74 miles, July 8, 1888.

Grading was completed to a point about 5 miles west of St. Francis in 1888, but track only laid to a point about one-third mile west of station at St. Francis.

OPERATION

Line operated from date of its completion by Chicago, Burlington & Quincy Railroad Company; until February 15, 1908, under a lease; since that date as owner, by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date March 1, 1887, this company leased its railroad, built and to be built, for the term of its corporate existence, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. CO.

Of date February 15, 1908, the Beaver Valley Railroad Company conveyed by deed all of its railroad property and franchises to the Chicago, Burlington & Quincy Railroad Company, the railroad being described as follows:

“beginning at a point on the state line between the states of Nebraska and Kansas in the north line of Section 1, Township 1 south, Range 29 West, and extending thence in a southeasterly direction through the counties of Decatur, Rawlins and Cheyenne, Kansas, to . . . St. Francis, Kansas, a distance of about 74.18 miles.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Beaver Valley Railroad Company, incorporated under General Laws of Kansas by Articles dated January 22, 1887.
- (2) Lease, of date March 1, 1887, from the Beaver Valley Railroad Company to the Chicago, Burlington & Quincy Railroad Company for the term of the corporate existence of the lessor.
- (3) Deed, of date February 15, 1908, from the Beaver Valley Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Republican Valley, Kansas and Southwestern Railroad Company

- I — REPUBLICAN VALLEY AND KANSAS RAILROAD COMPANY
- II — BURLINGTON, KANSAS AND SOUTHWESTERN RAILROAD COMPANY
- III — REPUBLICAN VALLEY, KANSAS AND SOUTHWESTERN RAILROAD COMPANY
(Consolidated Company)

I

Republican Valley and Kansas Railroad Company

INCORPORATION

Incorporated under General Laws of Nebraska. Certificate was dated March 11, 1885, and was filed with Secretary of State, March 13, 1885. Articles were dated June 9, 1885, and filed with the Secretary of State, September 25, 1885.

By its certificate, the company described its road as follows, to wit:

“(from) . . . the town of Republican City, in the County of Harlan, and State of Nebraska . . . thence in a southwesterly direction to a point on the state line between the states of Nebraska and Kansas near the northeast corner of Section number six (6), Township number one (1) South, Range number eighteen (18) West, a distance of about eight (8) miles . . .”

ORGANIZATION

Company was organized June 4, 1885.

TERMINI AND DESCRIPTION

Company constructed a main line railroad from a connection with the Republican Valley Railroad at Republican, Nebraska, from thence southwesterly to the Nebraska-Kansas State line, to a connection with the Burlington, Kansas and Southwestern Railroad Company, a distance (first main) of 8.5 miles, all in Nebraska.

CONSTRUCTION

Commenced at Republican, June 10, 1885, and the road was completed and opened to traffic to the Nebraska-Kansas State line, September 6, 1885.

OPERATION

Line operated from date of completion (September 6, 1885) and until January 28, 1886, by the Chicago, Burlington & Quincy Railroad Company by mutual consent. For operation after last date, see “Operation,” The Republican Valley, Kansas and Southwestern Railroad Company.

CONSOLIDATION

Of date, January 28, 1886, this company consolidated with the Burlington, Kansas and Southwestern Railroad Company, a Kansas corporation, forming thereby The Republican Valley, Kansas and Southwestern Railroad Company. The consolidated lines connected at the Nebraska-Kansas State line.

CORPORATE EXISTENCE

No effort was made after the consolidation to maintain the separate corporate existence of The Republican Valley and Kansas Railroad Company.

II

Burlington, Kansas and Southwestern Railroad Company

INCORPORATION

Incorporated under General Laws of Kansas by Articles dated March 11, 1885, and filed with Secretary of State of Kansas, March 19, 1885.

By its articles, the company described its railroad as follows, to wit:

“ . . . commencing on the boundary line between the states of Nebraska and Kansas near the northeast corner of Section number six (6), Township number one (1) south, Range number eighteen (18) west, and thence up Prairie Dog Creek in a southwesterly direction through a part of Phillips County, Kansas, crossing the county line between Norton and Phillips Counties to a point about five and three-quarter miles south of the state line; thence in a southwesterly direction to the town of Norton, in Norton County, Kansas, thence westerly through the counties of Norton, Decatur, Rawlins and Cheyenne, upon the most convenient route, to the western boundary line of the State of Kansas”

ORGANIZATION

The company was organized June 13, 1885.

TERMINI AND DESCRIPTION

This company constructed a main line railroad from the Nebraska-Kansas State line (connection with the Republican Valley and Kansas Railroad) southwesterly to Oberlin, Kansas, a distance (first main) of 69.73 miles, all in Kansas. No branch lines were constructed.

CONSTRUCTION

Construction at the State line commenced on June 10, 1885, and the road was completed and opened to traffic to Oberlin, Kansas, October 12, 1885.

OPERATION

Line operated from date of completion (October 12, 1885) and until January 28, 1886, by the Chicago, Burlington & Quincy Railroad

Company by mutual consent. For operation after last date, see "Operation," The Republican Valley, Kansas and Southwestern Railroad Company.

CONSOLIDATION

Of date, January 28, 1886, this company was consolidated with the Republican Valley and Kansas Railroad Company, a Nebraska corporation, forming thereby the Republican Valley, Kansas and Southwestern Railroad Company.

CORPORATE EXISTENCE

No effort was made after the consolidation to maintain the separate corporate existence of this company.

III

Republican Valley, Kansas and Southwestern Railroad Company (CONSOLIDATED COMPANY)

INCORPORATION

Formed January 28, 1886, by consolidation of the Burlington, Kansas and Southwestern Railroad Company, a Kansas corporation, and the Republican Valley and Kansas Railroad Company, a Nebraska corporation. The Articles of Consolidation were filed with the Secretary of State of Nebraska, April 14, 1886, and with the Secretary of the State of Kansas, April 19, 1886.

ORGANIZATION

The company was organized April 14, 1886.

LINE ACQUIRED BY CONSOLIDATION

This company was formed to acquire the railroad constructed by the Republican Valley and Kansas Railroad Company and the Burlington, Kansas and Southwestern Railroad Company.

The line of the consolidated company extended from a connection with the Republican Valley Railroad at Republican, Nebraska, from thence southwesterly through the States of Nebraska and Kansas to Oberlin, Kansas, a total distance (first main) of 78.23 miles, 8.5 miles being in Nebraska and 69.73 miles in Kansas.

CONSTRUCTION

No railroad was constructed by this company.

OPERATION

Line operated from January 28, 1886, and until May 1, 1886, by the Chicago, Burlington & Quincy Railroad Company by mutual consent;

from May 1, 1886, until February 15, 1908, operated by Chicago, Burlington & Quincy Railroad Company under a lease; since February 15, 1908, operated by the Burlington Company as owner, by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date, May 1, 1886, this company leased its railroad for the term of its corporate existence to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. CO.

Of date, February 15, 1908, the Republican Valley, Kansas and Southwestern Railroad Company conveyed its railroad by deed to the Chicago, Burlington & Quincy Railroad Company, its railroad being described as follows:

"Its completed line from Republican City, Nebraska, to Oberlin, Kansas, a distance (first main) of 78.23 miles, and with such additions thereto as may be completed for the term of the corporate existence of the Republican Valley, Kansas and Southwestern Railroad Company and any extensions or renewals thereof."

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Republican Valley and Kansas Railroad Company, incorporated under the General Laws of Nebraska by Certificate dated March 11, 1885, and Articles dated June 9, 1885.
- (2) Burlington, Kansas and Southwestern Railroad Company, incorporated under the General Laws of Kansas by Articles dated March 11, 1885.
- (3) Consolidation, of date January 28, 1886, of the Republican Valley and Kansas Railroad Company and the Burlington, Kansas and Southwestern Railroad Company under the name Republican Valley, Kansas and Southwestern Railroad Company.
- (4) Lease, of date May 1, 1886, for the term of its corporate existence by the Republican Valley, Kansas and Southwestern Railroad Company of all of its railroad property and franchises to the Chicago, Burlington & Quincy Railroad Company.
- (5) Deed, of date February 15, 1908, from the Republican Valley, Kansas and Southwestern Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Chicago, Nebraska and Kansas Railroad Company

I — THE CHICAGO, IOWA AND KANSAS RAILROAD COMPANY
(Nebraska Corporation)

II — THE CHICAGO, IOWA AND KANSAS RAILROAD COMPANY
(Kansas Corporation)

III — CHICAGO, NEBRASKA AND KANSAS RAILROAD COMPANY
(Consolidated Corporation)

I

The Chicago, Iowa and Kansas Railroad Company (NEBRASKA CORPORATION)

INCORPORATION

Incorporated under General Law of Nebraska. Articles were dated July 24, 1883, and filed with the Secretary of State for Nebraska, July 30, 1883. By its Articles the company proposed to construct the following railroad, to wit:

“commencing at the town of Odell, in the County of Gage and State of Nebraska, and running thence in a southerly direction through the said County of Gage to a point on the boundary line between the States of Nebraska and Kansas, there to connect with the railroad of a corporation of the State of Kansas of like name.”

ORGANIZATION

The company was organized September 12, 1883.

TERMINI AND DESCRIPTION

The company constructed a main line railroad from a connection with the Republican Valley Railroad west of Odell, Nebraska, thence southerly to a connection on the Nebraska-Kansas State line with the railroad constructed by The Chicago, Iowa and Kansas Railroad Company, a Kansas corporation. Total mileage (first main), 6.03 miles, all in Nebraska. No branch lines constructed.

CONSTRUCTION

Construction work began at Odell in September, 1883, and the railroad was completed to the Nebraska State line in the late fall of 1883, and opened for traffic on August 25, 1884.

OPERATION

The line constructed by this company was operated by the Chicago, Burlington & Quincy Railroad Company from August 25, 1884, until November 28, 1884, under terms of the construction agreement. For operation after last date, see Operation of the Chicago, Nebraska and Kansas Railroad Company.

CONSOLIDATION

Of date November 28, 1884, this company consolidated with The Chicago, Iowa and Kansas Railroad Company, a Kansas corporation, the consolidated corporation taking the name, Chicago, Nebraska and Kansas Railroad Company.

CORPORATE EXISTENCE

No effort was made after the consolidation to maintain the separate corporate existence of The Chicago, Iowa and Kansas Railroad Company of Nebraska.

II

The Chicago, Iowa and Kansas Railroad Company (KANSAS CORPORATION)

INCORPORATION

This company was incorporated under the General Laws of Kansas by Articles dated July 23, 1883, and filed with the Secretary of State for Kansas, July 30, 1883. By its said Articles, this company proposed to construct a railroad between the following points, to wit: ". . . . from the boundary line between the States of Nebraska and Kansas at a point southerly from the town of Odell, in Gage County, State of Nebraska, near the line between the counties of Marshall and Washington, in the State of Kansas, and running thence southerly through the counties of Marshall, if desired, Washington, Republic, Cloud, Ottawa and Saline . . . in the State of Kansas"

ORGANIZATION

The company was organized August 22, 1883.

TERMINI AND DESCRIPTION

This company constructed a main line railroad from a connection with the road of The Chicago, Iowa and Kansas Railroad Company of Nebraska, at the Kansas-Nebraska State line, from thence southwest-erly to Concordia, a distance (first main) of 65.01 miles, all in Kansas. No branch lines constructed.

CONSTRUCTION

Construction work began at the Nebraska-Kansas State line in the early summer of 1884, and the railroad was completed from the State line to Concordia, Kansas, August 25, 1884.

OPERATION

The line constructed by this company was operated by the Chicago, Burlington & Quincy Railroad Company from August 25, 1884, date of completion, until November 28, 1884, under terms of the construction agreement. For operation after last date, see Operation of the Chicago, Nebraska and Kansas Railroad Company.

CONSOLIDATION

Of date November 28, 1884, this company consolidated with The Chicago, Iowa and Kansas Railroad Company, of Nebraska, the consolidated corporation taking the name, Chicago, Nebraska and Kansas Railroad Company.

CORPORATE EXISTENCE

No effort was made after the consolidation to maintain the separate corporate existence of The Chicago, Iowa and Kansas Railroad Company of Kansas.

III

Chicago, Nebraska and Kansas Railroad Company (CONSOLIDATED CORPORATION)

INCORPORATION

This company was formed by a consolidation, of date November 28, 1884, between The Chicago, Iowa and Kansas Railroad Company of Nebraska and a company of the same name incorporated under the Kansas laws, the roads of the two companies connecting at the Kansas-Nebraska boundary line. The Articles of Consolidation were filed on December 5, 1884, with the Secretary of State for Nebraska and for Kansas.

ORGANIZATION

The company was organized December 24, 1884.

TERMINI AND DESCRIPTION

This company was the owner from the date of its organization of a railroad extending from a connection with the Republican Valley Railroad at a point about 1.5 miles west of Odell, Nebraska, from thence southwesterly through the States of Nebraska and Kansas to Concordia, Kansas, a total distance (first main) of 71.04 miles; 6.03 miles in Nebraska and 65.01 miles in Kansas.

CONSTRUCTION

This company did not construct any main line railroad.

OPERATION

The road was operated by the Chicago, Burlington & Quincy Railroad Company, under terms of construction agreements with the constituent companies, until January 1, 1885, when formal lease of the property was made to the Burlington Company; operated from the last date until February 15, 1908, as lessee under above lease, and since February 15, 1908, operated by the Burlington Company as owner by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date January 1, 1885, this company leased its railroad to the Chicago, Burlington & Quincy Railroad Company for the term of the lessor's chartered existence.

DEED TO C. B. & Q. R. R. CO.

Of date February 15, 1908, the Chicago, Nebraska and Kansas Railroad Company conveyed its railroad by deed to the Chicago, Burlington & Quincy Railroad Company, its road being described as follows:

"Beginning at the point of connection with the railroad of the second party (C. B. & Q. R. R. Co.) . . . about 1½ miles west of Odell, Nebraska, and extending thence in a southwesterly direction through the Counties of Gage in Nebraska, and Washington, Republic and Cloud in Kansas, to . . . Concordia, Kansas, a distance of about 71.04 miles."

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Chicago, Iowa and Kansas Railroad Company, of Nebraska, incorporated under the General Laws of Nebraska by Articles dated July 24, 1883.
- (2) The Chicago, Iowa and Kansas Railroad Company of Kansas, incorporated under the General Laws of Kansas by Articles dated July 23, 1883.
- (3) Consolidation, of date November 28, 1884, by and between The Chicago, Iowa and Kansas Railroad Company, of Nebraska, and a Kansas corporation of the same name, under the name, Chicago, Nebraska and Kansas Railroad Company.
- (4) Lease for 999 years, of date January 1, 1885, from the Chicago, Nebraska and Kansas Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (5) Deed, of date February 15, 1908, from the Chicago, Nebraska and Kansas Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Republican Valley & Wyoming Railroad Company

INCORPORATION

This company was incorporated under the General Law of Nebraska. Certificate was dated January 15, 1887, and filed with the Secretary of State, January 17, 1887. Articles were drawn April 12, 1887, and filed with the Secretary of State, April 25, 1887.

By its Articles, the company proposed to build the following railroad:

“(from) . . . a point on the Republican Valley Railroad near the town of Culbertson, in the County of Hitchcock, and State of Nebraska, and thence running in a general northwesterly direction through the Counties of Hitchcock, Hayes and Chase, to a point on the line between the States of Nebraska and Colorado.”

ORGANIZATION

The company was organized April 12, 1887.

TERMINI AND DESCRIPTION

This company constructed a railroad from Culbertson northwesterly to Imperial, Nebraska, a distance (first main) of 49.17 miles, all in Nebraska. No branch lines were constructed.

CONSTRUCTION

Construction work commenced May 1, 1887, and the grading work was completed to Imperial during that year, but no track was laid. In 1889 work was resumed, and the line was completed and opened to traffic as follows: From Culbertson to Beverly, 9.71 miles, November 1, 1889; to Palisade, 8.51 miles, December 22; to Wauneta, 14.35 miles, January 19, 1892; to Imperial, 16.60 miles, August 15, 1892.

OPERATION

This road was operated from the date of its completion by the Chicago, Burlington & Quincy Railroad Company; under a lease until February 15, 1908; since that date as owner by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date March 1, 1887, this company leased its railroad, built and to be built, to the Chicago, Burlington & Quincy Railroad Company for the term of its (lessor's) corporate existence.

DEED TO C. B. & Q. R. R. CO.

By deed dated February 15, 1908, the Republican Valley & Wyoming Railroad Company conveyed all of its property to the Chicago, Bur-

lington & Quincy Railroad Company, its said railroad being described as follows:

"Beginning at the point of connection with the railroad of the second party (C. B. & Q. R. R. Co.) in the southwest quarter of Section 16, Township 3, North Range 31 west, at Culbertson, Nebraska, and extending thence in a northwesterly direction through the Counties of Hitchcock, Hayes, and Chase to a point in the southeast quarter of Section 5, Township 6, North Range 38 west at Imperial, Nebraska, a distance of about 49.17 miles.

Also a right-of-way and grade beginning at the end of the main track aforesaid at Imperial, Nebraska, and extending thence in a northwesterly direction to a point on the State line between the States of Nebraska and Colorado on the west line of fractional Section 14, Township 7, North Range 42 west, all in Chase County, Nebraska, a distance of about 21.95 miles."

CORPORATE EXISTENCE

This corporation is still in existence, but inactive.

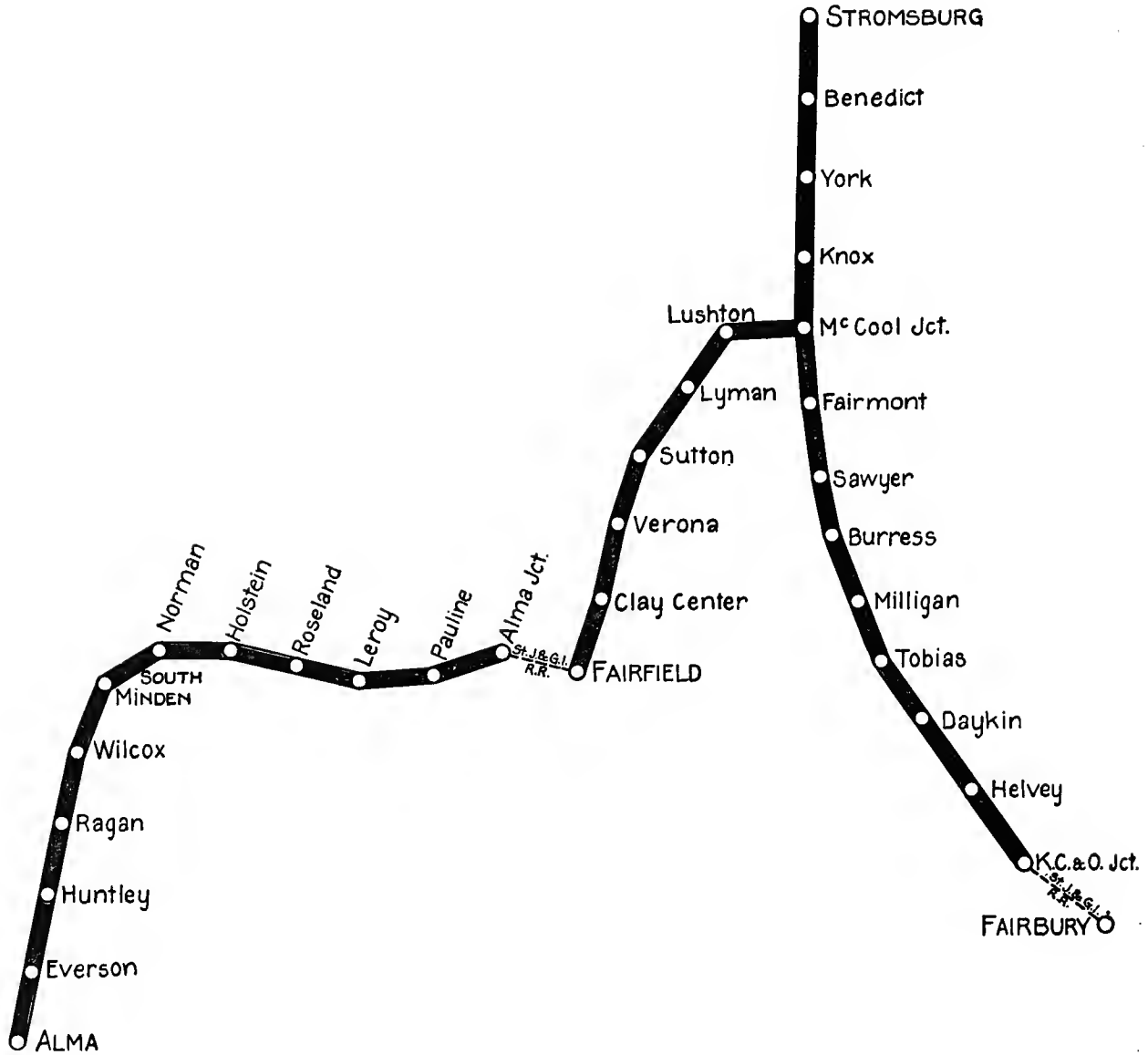
CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Republican Valley & Wyoming Railroad Company, incorporated under the General Law of Nebraska by Certificate dated January 15, 1887, and Articles dated April 12, 1887.
- (2) Lease for the term of its chartered existence, of date March 1, 1887, from the Republican Valley & Wyoming Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (3) Deed, of date February 15, 1908, from the Republican Valley & Wyoming Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

The Kansas City & Omaha Railway



Deeded to C. B. & Q. February 15, 1908.

Kansas City and Omaha Rail Road Company:			COMPLETED
FROM	TO	MILEAGE	
Fairfield	Sutton	19.75	In December, 1886.
Sutton	McCool Junction	19.12	Spring of 1887.
McCool Junction	Stromsburg	25.44	In July, 1887.
Alma Junction	Alma	85.24	November 10, 1887.
K. C. & O. Jct.	McCool Junction	43.53	Summer of 1887.
Total		193.08	

TRACKAGE RIGHTS.

K. C. & O. Junction, via Fairbury, to Endicott, 12 miles, and Fairfield to Alma Junction (about 2 miles) over St. Joseph and Grand Island Railroad (Union Pacific) since July 1, 1902.

The Kansas City & Omaha Railway Company

I—KANSAS CITY AND OMAHA RAIL ROAD COMPANY
II—THE KANSAS CITY & OMAHA RAILWAY COMPANY

I

Kansas City and Omaha Rail Road Company

INCORPORATION

Incorporated under the General Law of Nebraska. Certificate of Incorporation was dated July 21, 1886, and filed with the Secretary of State, July 22, 1886. Articles of Incorporation were adopted September 23, 1886, and filed with the Secretary of State, September 24, 1886.

By an amendment, dated November 9, 1886 (filed November 10, 1886), this company proposed to build (among others) the following lines of railroad, to wit:

“ . . . from the town of Fairfield through the Counties of Clay, Fillmore and York to the town of Stromsburg, in the County of Polk. From or near the town of Fairbury, in the County of Jefferson, through Saline, Fillmore and York Counties to the said town of Stromsburg. From Fairfield in said County of Clay, through Adams, Kearney, Phelps . . . Counties to the town of Ogalalla, in Keith County. From a point on the last described line near the west line of Adams County, southwest through Kearney, Phelps, Harlan, Furnas and Red Willow Counties to a point on the south boundary of the State of Nebraska. All of the aforementioned lines or routes being situate in the State of Nebraska.”

ORGANIZATION

The company was organized October 16, 1886.

TERMINI AND DESCRIPTION

FIRST SECTION (MAIN LINE): From a connection with the St. Joseph and Grand Island Railroad at Fairfield, Nebraska, thence northerly via Sutton and McCool Junction to a connection with the Union Pacific Railroad at Stromsburg, Nebraska, a distance (first main) of 64.31 miles.

SECOND SECTION (MAIN LINE): From a connection with the St. Joseph and Grand Island Railroad west of Fairfield, Nebraska (Alma Junction), thence westerly and southwesterly to Alma, Nebraska, a distance (first main) of 85.24 miles.

THIRD SECTION (MAIN LINE): From a connection with the St. Joseph and Grand Island Railroad west of Fairbury, Nebraska (K. C. & O. Jct.), and extending thence northerly to a connection with this com-

pany's railroad (first section) at McCool Junction, Nebraska, a distance (first main) of 43.53 miles.

Total mileage constructed, 193.08 miles, all in Nebraska.

CONSTRUCTION

Immediately after its organization, this company commenced the construction of its railroad at three points. Construction on the first section commenced at Fairfield in the early fall of 1886, and the railroad was partially completed to Sutton, 19.75 miles, in December, 1886. Construction on the second section commenced at Alma Junction in the fall of 1886. Construction on the third section commenced at K. C. & O. Junction in the fall of 1886.

CONSTRUCTION CONTRACT WITH ST. J. & G. I. R. R. CO. (Un. Pac.)

Of date January 1, 1887, before any of the lines of this company had been fully completed or any part of them placed in operation, the company entered into a contract with the St. Joseph & Grand Island Railroad Company whereby the last named company furnished the means to complete and equip the railroad which The Kansas City and Omaha Rail Road Company was authorized to build.

The first section, extending from Fairfield to Stromsburg, was completed as follows: To Sutton, 19.75 miles, in December, 1886, to McCool Junction, 19.12 miles, in the spring of 1887, and to Stromsburg, 25.44 miles, in July, 1887.

The second section, extending from Alma Junction to Alma, Nebraska, commenced at Alma Junction in 1886, was completed and placed in operation to Alma, November 10, 1887.

The third section, which had been commenced at K. C. & O. Junction in the fall of 1886, was completed to McCool Junction in the summer of 1887.

OPERATION

This company did not operate the railroad constructed under its charter and in its name. Of date January 1, 1887, it entered into a lease and operating agreement in perpetuity with the Union Pacific Railway Company and the St. Joseph & Grand Island Railroad Company, under which these companies jointly operated the lines constructed under the charter of this company from the date of their completion until October 13, 1893. From October 13, 1893, until October 31, 1896, operated by Receivers representing bondholders and jointly with the Union Pacific Railroad (See "Receivership"); for operation after October 31, 1896, see "Operation," Kansas City & Omaha Railway Company.

RECEIVERSHIP

By decree entered in the United States Circuit Court for Nebraska on October 13, 1893, and in a case brought by bondholders against the

Union Pacific Railway Company and the St. Joseph and Grand Island Railroad Company, the railroad property and franchises belonging to the Kansas City and Omaha Rail Road Company were turned over to Silas H. H. Clark, Oliver W. Mink and E. Ellery Anderson, Receivers, representing a bondholders' committee. This committee had possession of and operated the railroad until October 31, 1896, when possession of this property was given to The Kansas City & Omaha Railway Company, as hereinafter set out.

TRUST DEED FORECLOSURE

Of date January 1, 1887, the Kansas City and Omaha Rail Road Company had executed a trust deed, covering all of its railroad property, to the Central Trust Company of New York, Trustee. Under a foreclosure of this trust deed, and by decree entered in the United States Circuit Court for Nebraska, under date of March 4, 1896, foreclosure and sale were ordered, and of date July 8, 1896, Edward Simonton, Special Master, sold this railroad property to Elias C. Benedict, et al., creditors.

ASSIGNMENT OF BID TO K. C. & O. RY. CO.

Of date September 15, 1896, Elias C. Benedict, et al., purchasers, assigned their bid to The Kansas City & Omaha Railway Company, and of date September 28, 1896, Edward Simonton, Special Master, conveyed all of the property formerly belonging to the Kansas City and Omaha Rail Road Company to The Kansas City & Omaha Railway Company.

CORPORATE EXISTENCE

After the forclosure of March 4, 1896, no effort was made to maintain the corporate existence of the Kansas City and Omaha Rail Road Company.

II

The Kansas City & Omaha Railway Company

INCORPORATION

Incorporated under the General Law of Nebraska by Certificate and Articles dated September 14, 1896, and filed with the Secretary of State, September 15, 1896. This company was formed for the purpose of acquiring the railroad constructed under the charter granted to the Kansas City and Omaha Rail Road Company.

ORGANIZATION

Organized at Omaha, Nebraska, September 18, 1896, by the election of directors.

TERMINI AND DESCRIPTION

See Kansas City and Omaha Rail Road Company.

CONSTRUCTION

This company did not construct any main line mileage.

ACQUISITION BY PURCHASE

Of date September 28, 1896, this company purchased from Edward Simonton, Special Master, all of the railroad property and franchises formerly belonging to the Kansas City and Omaha Rail Road Company. Deeds confirmatory of the above and of the same date were made by the Kansas City and Omaha Rail Road Company and the Central Trust Company of New York to The Kansas City & Omaha Railway Company.

Possession of the railroad was delivered by the receivers to the Railway Company, October 31, 1896.

OPERATION

Of date September 18, 1896, the Operating Agreement of date January 1, 1887 (hereinbefore referred to), was by resolution of the directors of The Kansas City & Omaha Railway Company revived and extended in so far as it related to the St. Joseph and Grand Island Railroad Company, for an indefinite period, and under this extension the railroad of this company was operated jointly with the St. Joseph and Grand Island Railroad from October 31, 1896, until July 1, 1902. From July 1, 1902, until February 15, 1908, this line was operated by the Chicago, Burlington & Quincy Railroad Company as lessee; operated since February 15, 1908, by the Burlington Company as owner, by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date July 1, 1902, this company leased its railroad for 25 years to the Chicago, Burlington & Quincy Railroad Company, pursuant to purchase of the stock in April 1900.

DEED TO C. B. & Q. R. R. CO.

By deed, dated February 15, 1908, The Kansas City & Omaha Railway Company conveyed to the Chicago, Burlington & Quincy Railroad Company its railroad described as follows:

“Beginning at the point of connection with the Union Pacific Railroad . . . at Stromsburg, Nebraska, and extending thence in a southwesterly direction . . . to a connection with the St. Joseph and Grand Island Railroad . . . at Fairfield, Nebraska, a distance of about . . . 64.31 miles;

Also beginning with the point of connection with the St. Joseph and Grand Island Railroad . . . about 1.8 miles west of Fairfield, Nebraska (Alma Junction), and extending thence in a southwesterly direction . . . to Alma, Nebraska, a distance of about 85.24 miles;

Also beginning at the point of connection with the road first above described . . . at McCool Junction and extending thence in a southeasterly direction . . . to ‘K. C. & O. Junction,’ a distance of about . . . 43.53 miles.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Kansas City and Omaha Rail Road Company, incorporated under the General Law of Nebraska by Certificate dated July 21, 1886.
- (2) Articles of Incorporation, dated September 23, 1886; filed with the Secretary of State for Nebraska, September 24, 1886.
- (3) Amendment to Articles, dated November 9, 1886; filed with the Secretary of State for Nebraska, November 10, 1886, specifying route.
- (4) Contract of date January 1, 1887, between the Kansas City and Omaha Rail Road Company and the St. Joseph & Grand Island Railroad Company, providing for the construction and equipping of the Kansas City and Omaha Rail Road.
- (5) Operating contract and lease in perpetuity, of date January 1, 1887, between the Union Pacific Railway Company and St. Joseph & Grand Island Railroad Company, of the first part, and the Kansas City and Omaha Rail Road Company, of the second part.
- (6) Decree of United States Circuit Court for Nebraska, of date October 13, 1893, giving possession of the railroad property and franchises of the Kansas City and Omaha Rail Road Company to Silas H. H. Clark, Oliver W. Mink and E. Ellery Anderson, Receivers.
- (7) Trust deed, of date January 1, 1887, given by the Kansas City and Omaha Rail Road Company to Central Trust Company of New York, Trustee, foreclosed in the United States Circuit Court for Nebraska, and by decree entered March 4, 1896, Edward Simonton, Special Master, ordered to sell the railroad property.
- (8) Sale by the Master (Edward Simonton), of date September 28, 1896, of all of the railroad property formerly belonging to the Kansas City and Omaha Rail Road Company to Elias C. Benedict et al., creditors.
- (9) The Kansas City & Omaha Railway Company, incorporated under the General Laws of Nebraska by Certificate and Articles dated September 14, 1896.

- (10) Assignment of bid, of date July 8, 1896, by Elias C. Benedict et al., to The Kansas City & Omaha Railway Company.
- (11) Master's deed, of date September 28, 1896, conveying to The Kansas City & Omaha Railway Company the railroad property formerly belonging to the Kansas City and Omaha Rail Road Company.
- (12) Deeds confirmatory of the Master's, of date September 28, 1896, from the Kansas City and Omaha Rail Road Company and Central Trust Company of New York to The Kansas City & Omaha Railway Company.
- (13) Operating contract, of date January 1, 1887, between the Kansas City and Omaha Rail Road Company and St. Joseph & Grand Island Railroad Company, extended for indefinite period.
- (14) Lease, of date July 1, 1902, for 25 years from The Kansas City & Omaha Railway Company to Chicago, Burlington & Quincy Railroad Company.
- (15) Deed, of date February 15, 1908, from The Kansas City & Omaha Railway Company to Chicago, Burlington & Quincy Railroad Company.

The Sioux City and Western Railway Company

- I — THE NEBRASKA AND WESTERN RAILWAY COMPANY
II — THE SIOUX CITY, O'NEILL AND WESTERN RAILWAY COMPANY
III — THE SIOUX CITY AND WESTERN RAILWAY COMPANY

I

The Nebraska and Western Railway Company

INCORPORATION

Incorporated under the General Law of Nebraska. Certificate was dated March 11, 1889. Filed with the Secretary of State for Nebraska, March 14, 1889. Article two of the Certificate provides as follows, to wit:

“The termini of this company's railroad are and shall be a point at or near the town of Covington in the County of Dakota, State of Nebraska, and a point on the western boundary line of the State of Nebraska between the forty-second (42) and forty-third (43) parallels of latitude; passing or to pass through the Counties of Dakota, Dixon, Cedar, Wayne, Pierce, Antelope, Holt, Wheeler, Garfield, Loup, Blaine, Logan, Thomas, Grant, Box Butte (unorganized), Cheyenne, Brown, Custer, Cherry, Knox, Sioux, Dawes and Sheridan or such of them as the line of said company's railroad or any branches thereof shall be finally located within.”

ORGANIZATION

Company was organized March 16, 1889.

TERMINI AND DESCRIPTION

This company constructed a main line railroad from Covington (South Sioux City), Nebraska, thence westerly to a point about one mile west of O'Neill, Nebraska, a total distance (first main) of 127.98 miles, all in Nebraska. No branch lines were constructed.

CONSTRUCTION

Commenced at South Sioux City in the summer of 1889. The line was completed and placed in operation to O'Neill late in 1890.

OPERATION

This company operated its railroad from the date of its completion (fall of 1890) until February 24, 1891.

Operated from February 24, 1891, until October 30, 1891, by Ellis L. Bierbower, Receiver. (See “Receivership,” this company.)

Operated from October 30, 1891, until January 1, 1892, by The Sioux City and Northern Railroad Company under temporary lease

from George W. Wickersham and Arthur S. Garretson, Trustees. (See "Sale by the Master," this company.)

For operation after January 1, 1892, see "Operation," The Sioux City, O'Neill and Western Railway Company.

RECEIVERSHIP

Of date July 1, 1889, The Nebraska and Western Railway Company executed a trust deed to the Manhattan Trust Company of New York, Trustee. In proceedings to foreclose this trust deed and by decree entered in the Circuit Court of the United States for the District of Nebraska, of date February 24, 1891, the railroad property was placed in the hands of a Receiver, Ellis L. Bierbower.

FORECLOSURE OF TRUST DEED

By decree entered June 30, 1891, the trust deed of date July 1, 1891, was foreclosed. The railroad property then in the hands of the Receiver was ordered to be sold.

SALE BY THE MASTER

Of date October 23, 1891, Ellis L. Bierbower, Special Master, sold the railroad constructed by The Nebraska and Western Railway Company to A. S. Garretson and George W. Wickersham, Trustees, who purchased on behalf of the First Mortgage bondholders. Deed was executed by the Master, October 30, 1891.

CONFIRMATORY DEED

Of date November 5, 1891, confirmatory deed was executed by the Manhattan Trust Company, Trustee, to Arthur S. Garretson and George W. Wickersham, Trustees.

CONVEYANCE BY THE TRUSTEES

By deed dated December 1, 1891, George W. Wickersham and Arthur S. Garretson, Trustees, conveyed the railroad property formerly belonging to The Nebraska and Western Railway Company to The Sioux City, O'Neill and Western Railway Company.

Transfer of the property was made as of January 1, 1892.

CORPORATE EXISTENCE

No effort was made after the foreclosure of June 30, 1891, to maintain the corporate existence of The Nebraska and Western Railway Company.

II

The Sioux City, O'Neill and Western Railway Company

INCORPORATION

Incorporated under the General Law of Nebraska by Certificate and Articles dated October 27, 1891, and filed with the Secretary of

State for Nebraska, October 30, 1891. This company was formed for the purpose of maintaining and operating a railroad between the following points, to wit:

“The eastern terminus of the said road is a point at or near the town of Covington in the County of Dakota and the western terminus is a point about one mile west of the town of O’Neill in the County of Holt, in said state and the said road extends between said termini through the Counties of Dakota, Dixon, Cedar, Wayne, Pierce, Antelope and Holt, being a line of railroad constructed by the Nebraska and Western Railway Company between said points . . .”

ORGANIZATION

Company was organized October 30, 1891.

TERMINI AND DESCRIPTION

This company acquired (see “Acquisition by Purchase”) the main line railroad extending from Covington, Nebraska, thence westerly to a point about one mile west of O’Neill, a total distance (first main) of 127.98 miles.

CONSTRUCTION

This company did not construct any main line mileage.

ACQUISITION BY PURCHASE

Of date December 1, 1891, this company purchased from Arthur S. Garretson and George W. Wickersham, Trustees, the railroad property and franchises formerly belonging to The Nebraska and Western Railway Company.

OPERATION

This company operated its line from January 1, 1892, until November 1, 1893.

From November 1, 1893, until June 30, 1899, this road was operated by F. C. Hills, Receiver (see “Receivership,” this company).

For operation after June 30, 1899, see “Operation,” Sioux City and Western Railway Company.

RECEIVERSHIP

Of date December 7, 1891, this company executed a trust deed to the Manhattan Trust Company of New York, Trustee. In proceedings to foreclose the above trust deed, and of date November 1, 1893, the United States Circuit Court for Nebraska appointed F. C. Hills, Receiver.

FORECLOSURE OF TRUST DEED

Of date December 7, 1894, in further proceedings under the trust deed, the said court ordered the property belonging to this company

to be sold by E. S. Dundee, Jr., Master in Chancery. Litigation delayed the sale until May 26, 1899, during which time the Receiver was in possession of the railroad.

SALE BY THE MASTER

In pursuance of the decree last above set out, and of date May 26, 1899, E. S. Dundee, Jr., Master in Chancery, sold the railroad property to William S. Tod and Robert E. Tod. Sale was confirmed by the court June 10, 1899. Of date June 12, 1899, Master's Deed was executed to the purchasers.

DEED TO THE S. C. & W. RY. CO.

Of date June 28, 1899, William S. Tod and Robert E. Tod conveyed to The Sioux City and Western Railway Company the railroad property and franchises formerly belonging to The Sioux City, O'Neill and Western Railway Company.

RECEIVERSHIP TERMINATED

Of date June 30, 1899, the Receiver, F. C. Hills, delivered possession of this railroad property to The Sioux City and Western Railway Company.

CORPORATE EXISTENCE

No effort was made after the foreclosure of December 7, 1894, to maintain the corporate existence of The Sioux City, O'Neill and Western Railway Company.

III

The Sioux City and Western Railway Company

INCORPORATION

Incorporated under the General Law of Nebraska by Certificate and Articles dated May 29, 1899, and filed with the Secretary of State of Nebraska, May 30, 1899. Section 2 of the Certificate provided as follows, to wit:

"The Eastern terminus of the said main line of said road shall be a point at or near the eastern boundary of the State of Nebraska in the County of Dakota and opposite or nearly opposite the City of Sioux City in the State of Iowa and the western terminus shall be a point in Township No. twenty-nine (29) north of Range twelve (12) west of the Sixth Principal Meridian in the County of Holt, State of Nebraska, and the said main line of said road shall extend between said termini through the Counties of Dakota, Dixon, Cedar, Wayne, Pierce, Antelope and Holt . . ."

This company was formed for the purpose of acquiring the railroad property and franchises formerly belonging to The Sioux City, O'Neill and Western Railway Company.

By resolution of the Board of Directors, of date April 14, 1905 (approved by the stockholders, October 19, 1905), this company was authorized to build the following branch line, to wit:

"commencing at a point of connection with the present main line of this company near Dakota City in the County of Dakota, State of Nebraska, running thence in a southerly direction by a feasible and practicable route through said County of Dakota and the Counties of Thurston, Burt, Dodge, Washington, Douglas, Sarpy and Saunders in the State of Nebraska to a junction with the line of the Burlington and Missouri River Rail Road Company at Ashland in the County of Saunders in said State of Nebraska . . ."

ORGANIZATION

Company was organized May 30, 1899.

TERMINI AND DESCRIPTION

MAIN LINE (see "Acquisition by Purchase," this company), extending from Laketon, Nebraska, thence westerly to O'Neill, Nebraska, a distance (first main) of 127.98 miles.

EXTENSION: Branch line from a connection with this company's line at Laketon, thence southerly to a connection with the line of the Burlington and Missouri River Rail Road Company in Nebraska, at Ashland, Nebraska, a total distance (first main) of 103.07 miles.

Total mileage 231.05 miles, all in Nebraska.

ACQUISITION BY PURCHASE

Of date June 28, 1899, this company purchased by deed from William S. Tod and Robert E. Tod the railway property and franchises formerly belonging to The Sioux City, O'Neill and Western Railway Company, the said railroad extending from South Sioux City to O'Neill, Nebraska.

CONSTRUCTION

For construction of the main line from South Sioux City to O'Neill, see "Construction," the Nebraska and Western Railway Company.

Construction on the branch line from Laketon to Ashland commenced early in 1905. The line was completed and opened to traffic to Ashland in March, 1906.

OPERATION

Operated from June 28, 1899, until January 1, 1900, by The Sioux City and Western Railway Company.

Operated from January 1, 1900, until July 1, 1907, by the Willmar and Sioux Falls Railway Company. (See "Operating Agreement with W. & S. F. Ry. Co.," this company.)

Operated from July 1, 1907, until November 1, 1907, by the Great Northern Railway Company. (See "Assignment to G. N. Ry. Co.," this company.)

Operated from November 1, 1907, until December 1, 1908, by the Chicago, Burlington & Quincy Railroad Company. (See "Assignment to C. B. & Q. R. R. Co.," this company.)

Operated since December 1, 1908, by the Chicago, Burlington & Quincy Railroad Company, as owner, by deed.

OPERATING AGREEMENT WITH W. & S. F. RY. CO.

Of date February 24, 1900 (effective January 1, 1900), The Sioux City and Western Railway Company made an operating contract with the Willmar and Sioux Falls Railway Company, whereby the last named company operated this railroad until July 1, 1907.

Assignment to G. N. Ry. Co.: Of date July 1, 1907, the Willmar and Sioux Falls Railway Company assigned to the Great Northern Railway Company its operating agreement with The Sioux City and Western Railway Company.

Assignment to C. B. & Q. R. R. Co.: Of date October 31, 1907, the Great Northern Railway Company assigned to the Chicago, Burlington & Quincy Railroad Company the operating agreement dated February 24, 1900, which had been assigned to it by the Willmar and Sioux Falls Railway Company. (For lease confirming this assignment, see "Lease to C. B. & Q. R. R. Co.," this company.)

LEASE TO C. B. & Q. R. R. CO.

Of date November 1, 1907, to confirm the assignment of October 31, 1907, The Sioux City and Western Railway Company leased its railroad for the term of twenty-five years to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. CO.

By deed dated December 1, 1908 (confirmed and corrected November 12, 1909). The Sioux City and Western Railway Company conveyed all of its railroad property and franchises to the Chicago, Burlington & Quincy Railroad Company, its said railroad being described (deed of November 12, 1909) as follows:

" . . . beginning at the point of crossing of the Chicago, St. Paul, Minneapolis and Omaha Railway . . . at South Sioux City, Dakota County, Nebraska, and extending thence in a westerly direction through the Counties of Dakota, Dixon, Cedar, Pierce, Antelope and Holt to a point . . . about ninety-one hundredths (.91) of a mile west of the depot at O'Neill in said Holt County, a distance of about one hundred and twenty-seven and ninety-eight hundredths (127.98) miles;

Also beginning at the point of connection with the above described railroad (at Laketon) . . . and extending thence in a southerly direction through the Counties of Dakota, Thurston, Burt, Dodge and Saunders to a connection with the railroad of the second party . . . at Ashland in said Saunders County, a distance of about one hundred three and seven hundredths (103.07) miles."

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

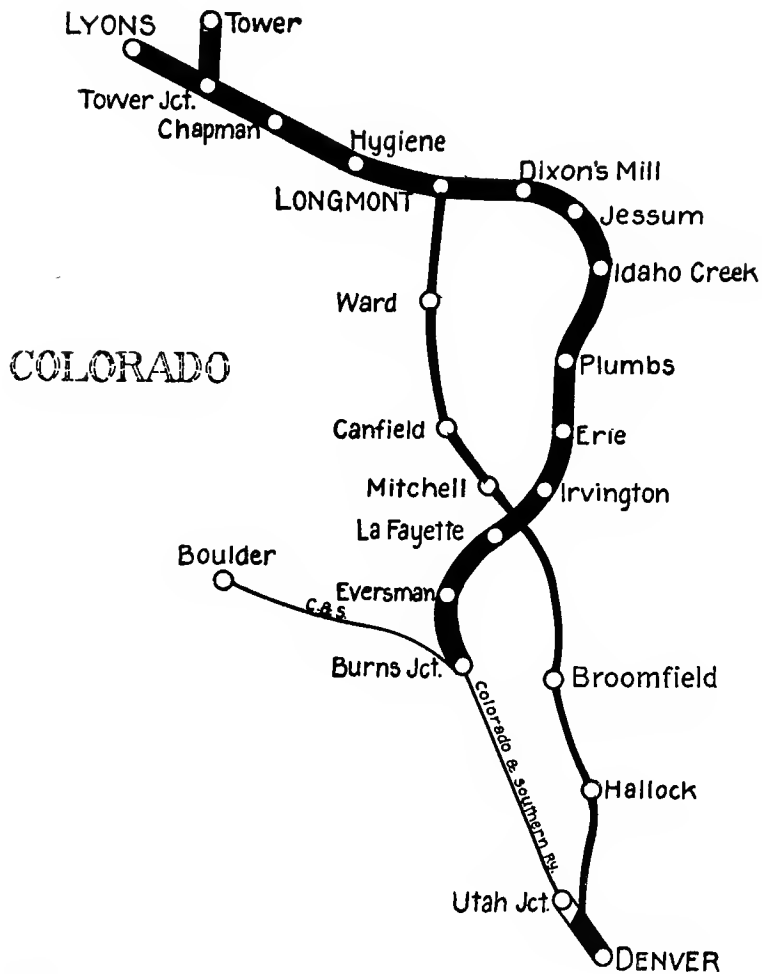
The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Nebraska and Western Railway Company, incorporated under the General Law of Nebraska by Certificate dated March 11, 1889.
- (2) Receiver appointed (Ellis L. Bierbower) by the Circuit Court of the United States for the District of Nebraska by decree entered February 24, 1891, in proceedings to foreclose the trust deed given by this company (dated July 1, 1889) to the Manhattan Trust Company of New York, Trustee.
- (3) Trust deed, of date July 1, 1889, given by The Nebraska and Western Railway Company to the Manhattan Trust Company of New York, Trustee, foreclosed in the United States Circuit Court for Nebraska and by decree entered June 30, 1891, the property of the railroad company was ordered to be sold.
- (4) Master's deed (Ellis L. Bierbower), of date October 30, 1891, conveying to A. S. Garretson and George W. Wickersham, Trustees, the railroad property and franchises formerly belonging to The Nebraska and Western Railway Company.
- (5) Confirmatory deed, of date November 5, 1891, from the Manhattan Trust Company, Trustee, conveying to Arthur S. Garretson and George W. Wickersham all of the interest of the said trust company in the railroad property and franchises formerly belonging to The Nebraska and Western Railway Company.
- (6) The Sioux City, O'Neill and Western Railway Company, incorporated under the General Law of Nebraska by Certificate and Articles dated October 27, 1891.
- (7) Deed, of date December 1, 1891, from George W. Wickersham and Arthur S. Garretson, Trustees, conveying to The Sioux City, O'Neill and Western Railway Company the property and franchises formerly belonging to The Nebraska and Western Railway Company.
- (8) Receiver appointed (F. C. Hills) for The Sioux City, O'Neill and Western Railway Company by decree entered November 1, 1893, in the United States Circuit Court for Nebraska, in a suit to foreclose trust deed (dated December 7, 1891) given by the railway company to the Manhattan Trust Company of New York, Trustee.

- (9) Trust deed, of date December 7, 1891, given by The Sioux City, O'Neill and Western Railway Company to the Manhattan Trust Company of New York, Trustee, foreclosed in the United States Circuit Court for Nebraska, and by decree entered December 7, 1894, the property of the railway company was ordered to be sold by a Master in Chancery.
- (10) Deed, of date June 12, 1899, from E. S. Dundee, Jr., Master in Chancery, conveying to William S. Tod and Robert E. Tod the railroad property and franchises formerly belonging to The Sioux City, O'Neill and Western Railway Company.
- (11) The Sioux City and Western Railway Company, incorporated under the General Law of Nebraska by Certificate and Articles dated May 29, 1899.
- (12) Deed, of date June 28, 1899, from William S. Tod and Robert E. Tod, conveying to The Sioux City and Western Railway Company the railroad property and franchises formerly belonging to The Sioux City, O'Neill and Western Railway Company.
- (13) Lease, dated February 24, 1900 (effective January 1, 1900), and terminable on three months' notice, from The Sioux City and Western Railway Company to the Willmar and Sioux Falls Railway Company.
- (14) Assignment of lease, dated February 24, 1900, by agreement dated July 1, 1907, and effective that date, by the Willmar and Sioux Falls Railway Company of its interest in The Sioux City and Western Railway Company to the Great Northern Railway Company.
- (15) Resolution of the Board of Directors of The Sioux City and Western Railway Company, of date April 14, 1905 (ratified by the stockholders, October 19, 1905), providing for the construction of the branch from Laketon southerly to Ashland, Nebraska.
- (16) Assignment of lease, dated February 24, 1900, by agreement dated October 31, 1907, by the Great Northern Railway Company of its interest in The Sioux City and Western Railway Company to the Chicago, Burlington & Quincy Railroad Company.
- (17) Lease, of date November 1, 1907 (to confirm assignment by Great Northern Railway Company, of date October 31, 1907), from The Sioux City and Western Railway Company to the Chicago, Burlington & Quincy Railroad Company for the term of twenty-five years.
- (18) Deed, of date December 1, 1908 (confirmed November 12, 1909), from The Sioux City and Western Railway Company to the Chicago, Burlington & Quincy Railroad Company.

The Denver, Utah and Pacific Railroad



Deeded to C. B. & Q. February 15, 1908.

- Denver to Longmont, 32.67 miles.
 Completed as narrow gauge, from Denver to Mitchell (22.9 miles) in 1881 by the Denver, Utah and Pacific, and from Mitchell to Longmont (9.77 miles) in 1883 by The Colorado Northern. All abandoned in 1889 except about three miles between Denver and Utah Junction (near Argo) which was widened to standard gauge.
- Burns Junction to Lyons, 32.67 miles, and
 Tower Junction to Tower, 3.7 miles (entirely new location between Burns Junction and Longmont).
 Completed by The D. U. and P. R. R. Co. in 1889, when road was built on new location between Burns Jct. and Longmont and gauge widened from three feet to standard.

TRACKAGE RIGHTS.

Utah Junction to Burns Junction, 11.3 miles over The Colorado and Southern Railroad since 1889.

The Denver, Utah and Pacific Railroad Company

- I — THE LONGMONT AND ERIE RAILROAD COMPANY
- II — THE DENVER, LONGMONT AND NORTHWESTERN RAILROAD COMPANY
- III — THE COLORADO NORTHERN RAILWAY COMPANY
- IV — THE DENVER, UTAH AND PACIFIC RAILROAD COMPANY
- V — THE DENVER, UTAH AND PACIFIC RAILROAD COMPANY

I

The Longmont and Erie Railroad Company

INCORPORATION

Incorporated under the General Law of Colorado. Certificate dated January 3, 1878, and filed with the Secretary of State January 14, 1878.

By Section three the company defined its road as follows, to wit:

“ . . . commencing at the town of Longmont in the County of Boulder and State of Colorado, and running thence nearly south by the most practicable route to the coal mines known as the Rob Roy Bank and the Star Mine, both also in said County of Boulder — thence in an easterly direction to the town of Erie in the County of Weld and State of Colorado, and to build such branch or branches from any point on said line as may hereafter be determined upon to any and all of the various coal mines in the vicinity of said town of Erie: . . . ”

ORGANIZATION

The record books of this company are not available and it is impossible to give the date of its organization.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build.

CHANGE OF NAME

By resolution of the Stockholders, adopted March 12, 1881 (filed with the Secretary of State of Colorado March 14, 1881), the name of The Longmont and Erie Railroad Company was changed to The Denver, Longmont and Northwestern Railroad Company.

II

The Denver, Longmont and Northwestern Railroad Company

INCORPORATION

See “Incorporation,” The Longmont and Erie Railroad Company.

ORGANIZATION

Record books of this company are not available and it is impossible to give the date of its organization.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build. It acquired a right-of-way along its proposed route extending from Longmont to Mitchell, Colorado, and constructed a grade thereon.

FORECLOSURE OF TRUST DEED

Of date February 15, 1881, The Denver, Longmont and Northwestern Railroad Company executed a Trust mortgage to Josiah G. Abbott and Jacob Edwards, Trustees. In a foreclosure of this mortgage and by decree of the District Court of Arapahoe County, Colorado, dated January 10, 1883, the property of the railroad company was ordered to be sold by the Trustees. Of date May 8, 1883, said Trustees sold the property to The Colorado Northern Railway Company, deed being dated May 9, 1883.

CORPORATE EXISTENCE

No effort was made after the foreclosure of January 10, 1883, to maintain the corporate existence of The Denver, Longmont and Northwestern Railroad Company.

III

The Colorado Northern Railway Company

INCORPORATION

This company was incorporated under the General Law of Colorado. Certificate was dated December 5, 1882, and filed with the Secretary of State January 2, 1883. Article Two of the Certificate provided as follows, to wit:

"The object of the corporation shall be the constructing and operating of a line or lines of railroad through the counties of Arapahoe, Jefferson, Weld, Boulder, Larimer, Grand, Summit and Routt in the state of Colorado; from Denver in said county of Arapahoe to Longmont in said County of Boulder; and Estes Park in the County of Larimer; and by another branch . . . to Hot Sulphur Springs in Grand County, thence west to the state line; with such other branches in said counties of Arapahoe, Jefferson, Weld, Boulder, Larimer, Grand, Summit and Routt as shall be found necessary and convenient for the proper operation of the main road; with power to buy, complete, furnish, lease and operate any railroad or railroads which may connect with it or form a part of its direct line . . ."

This company was formed for the purpose of acquiring the railroad property formerly owned by The Denver, Longmont and Northwestern Railroad Company.

ORGANIZATION

The company was organized January 17, 1883.

TERMINI AND DESCRIPTION

From Mitchell, Colorado, northerly to Longmont, Colorado, a distance (first main) of 9.77 miles.

ACQUISITION BY PURCHASE

By deed dated May 9, 1883, this company purchased from Josiah G. Abbott and Jacob Edwards, Trustees, the railroad property formerly belonging to The Denver, Longmont and Northwestern Railroad Company.

CONSTRUCTION

This company completed its line from Mitchell to Longmont in 1883, it being a narrow gauge (3 feet) railroad.

CONSOLIDATION

By Articles of Consolidation dated April 14, 1884, The Colorado Northern Railway Company and The Denver, Utah and Pacific Railroad Company consolidated under the name, The Denver, Utah & Pacific Railroad Company.

CORPORATE EXISTENCE

After the consolidation of April 14, 1884, no effort was made to maintain the separate corporate existence of The Colorado Northern Railway Company.

IV

The Denver, Utah and Pacific Rail-road Company

INCORPORATION

Incorporated under the General Law of Colorado. Certificate dated December 11, 1880, and filed with the Secretary of State on that date.

By its articles it proposed to build the following railroad:

“ . . . commencing at . . . the City of Denver in the State of Colorado and passing through the Counties of Jefferson, Weld, Boulder, Grand, Summitt and Gunnison, in the State of Colorado, to the eastern boundary of the territory of Utah, with branches and extensions wherever deemed necessary along its line.”

ORGANIZATION

The company was organized December 13, 1880.

TERMINI AND DESCRIPTION

This company constructed the following narrow gauge (3 feet) main line railroad:

From Denver, Colorado, northerly to Mitchell, Colorado, a distance (first main) of 22.9 miles, all in Colorado.

For mileage after reconstruction of road, see “ Reconstruction: The Denver, Utah & Pacific Railroad Company.”

CONSTRUCTION

Commenced at Denver in the summer of 1880. Completed and opened for traffic to Mitchell, November 24, 1881.

This company also acquired a right of way and partially constructed a grade between Hallock Junction and the foot hills of the Rocky Mountains, but no part of this section of road was completed.

OPERATION

From date of completion (November 24, 1881) and until October, 1883, the railroad constructed by this company was operated by The Denver Railroad Construction Land & Coal Company under a contract providing for construction, equipping and operating this road, said contract being dated December 16, 1880.

From October, 1883, until April 29, 1884, this line was operated by this company (The Denver, Utah and Pacific Rail-road Company).

For operation after April 29, 1884, see "Operation," The Denver, Utah & Pacific Railroad Company.

CONSOLIDATION

By Articles of Consolidation dated April 14, 1884, this company consolidated with The Colorado Northern Railway Company under the name, The Denver, Utah & Pacific Railroad Company.

CORPORATE EXISTENCE

No effort was made after the consolidation of April 14, 1884, to maintain the separate corporate existence of The Denver, Utah and Pacific Rail-road Company.

V

The Denver, Utah and Pacific Railroad Company

INCORPORATION

Formed April 14, 1884, by a consolidation of The Denver, Utah and Pacific Rail-road Company and the Colorado Northern Railway Company. The Certificate of Consolidation was filed in the office of the Secretary of State for Colorado May 4, 1884.

This company was formed for the purpose of acquiring the railroad property and franchises belonging to The Colorado Northern Railway Company and The Denver, Utah and Pacific Rail-road Company.

ORGANIZATION

The company was organized April 29, 1884.

TERMINI AND DESCRIPTION

This company was from the date of its organization the owner of a main line narrow gauge railroad extending from Denver northerly to Mitchell, Colorado, a distance (first main) of 22.9 miles, and from Mitchell to Longmont, a distance (first main) of 9.77 miles.

EXTENSIONS

MAIN LINE extension from the terminus of this company's line at Longmont, northwesterly to Lyons, Colorado, a distance (first main) of 10.82 miles.

BRANCH LINE from a point on this company's line (Tower Junction), thence northerly to Tower, Colorado, a distance (first main) of 3.7 miles.

Total mileage (first main) acquired and constructed by this company, 47.19 miles, all in Colorado.

(For mileage after reconstruction, see "Reconstruction," this company.)

CONSTRUCTION

The main line extension from Longmont to Lyons commenced at Longmont in March, 1885, and completed to Lyons September 17, 1885.

Branch line extension from Tower Junction to Tower commenced at Tower Junction in May, 1887, and completed and opened to traffic in September, 1887.

RECONSTRUCTION

During 1889 and 1890 (subsequent to lease to the C. B. & Q. R. R. Co.) the original line from a point near Argo (Utah Junction, Colorado, to Longmont was abandoned, its utility being replaced as follows: From Utah Junction to Burns Junction, 11.3 miles, a contract and lease was made whereby this company acquired the right to the joint use of the railroad owned by The Denver, Marshall and Boulder Railroad Company, now The Colorado and Southern Railway Company. From Burns Junction to Longmont (21.85 miles) a new track was laid upon a grade formerly built by The Denver, Western and Pacific Railroad Company and purchased from the Union Pacific Railroad Company (successor of The Denver, Western and Pacific Railroad Company) by The Denver, Utah and Pacific Railroad Company. The total mileage of the old road abandoned by this change was 30.39 miles.

In connection with this reconstruction, the gauge of the entire line was changed from narrow (3 feet) to standard.

Mileage of this line after the reconstruction, as above noted, was as follows:

From the Union Depot at Denver, to a connection with the Colorado and Southern Railway at Utah Junction (first main), 3 miles.

From Burns Junction, thence northerly to Longmont (first main), 21.85 miles.

From a connection with the line last above described at Longmont, thence northerly to Lyons, Colorado (first main), 10.82 miles.

From a Junction with this company's line (Tower Junction) near Lyons, thence northerly to Tower, Colorado (first main), 3.70 miles.

The total owned mileage of the line as rebuilt and widened to standard gauge was 39.37 miles. In addition to the above, this company, under a lease, used the line of the Colorado and Southern railway from Utah Junction to Burns Junction, Colorado (11.3 miles), making the total operated mileage (first main) 50.67 miles, all in Colorado.

OPERATION

This company operated the line it acquired by the consolidation from April 29, 1884, together with the extensions to its line as noted under "Termini and Description" from the date of completion until September 1, 1889; operated from September 1, 1889, until February 15, 1908, by the Chicago, Burlington & Quincy Railroad Company as lessee; operated since February 15, 1908, by the Burlington Company as owner by deed.

LEASES TO C. B. & Q.

Of date September 1, 1889, this company leased its railroad for an indefinite period to the Chicago, Burlington & Quincy Railroad Company, the said lease being terminable by either party on thirty days' written notice. This lease remained in effect until April 20, 1905, on which date The Denver, Utah and Pacific Railroad Company leased all of its property for the term of its corporate existence to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q.

By deed dated February 15, 1908, The Denver, Utah and Pacific Railroad Company conveyed all of its railroad property and franchises to the Chicago, Burlington & Quincy Railroad Company, consisting of the following lines:

From a connection with the Union Depot track of the Burlington and Colorado Railroad in the city and county of Denver, Colorado, and extending thence in a northerly direction to a connection with the Colorado and Southern Railway at Utah Junction in Adams County, Colorado, a distance of about 3 miles;

Also beginning at the point of connection with the Colorado and Southern Railway at Burns Junction, Colorado, and extending thence in a northerly direction through the Counties of Boulder and Weld to Lyons, Colorado, a distance of 32.67 miles;

Also beginning at a connection with this company's line at Tower Junction, Colorado, and extending thence northerly to Tower, a distance of 3.7 miles.

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Longmont and Erie Railroad Company, incorporated under the General Law of Colorado. Certificate dated January 3, 1878.
- (2) Resolution of the Stockholders of The Longmont and Erie Railroad Company changing the name of that company to The Denver, Longmont and Northwestern Railroad Company, said resolution being dated March 12, 1881.
- (3) Trust Deed, of date February 15, 1881, given by The Denver, Longmont and Northwestern Railroad Company to Josiah G. Abbott and Jacob Edwards, Trustees, foreclosed in the District Court of Arapahoe County, Colorado, and by decree entered January 10, 1883, railroad property and franchises ordered to be sold.
- (4) The Colorado Northern Railway Company, incorporated under the General Law of Colorado by certificate dated September 5, 1882.
- (5) Deed, of date May 9, 1883, from Josiah G. Abbott and Jacob Edwards, Trustees, conveying to the Colorado Northern Railway Company the railroad property and franchises formerly belonging to The Denver, Longmont and Northwestern Railroad Company.
- (6) The Denver, Utah and Pacific Railroad Company, incorporated under the General Law of Colorado by certificate dated September 11, 1880.
- (7) Consolidation, of date April 14, 1884 (effective April 29, 1884), between The Denver, Utah and Pacific Railroad Company and The Colorado Northern Railway Company, under the name, The Denver, Utah and Pacific Railroad Company.
- (8) Lease, of date September 1, 1889, terminable on 30 days' written notice, from The Denver, Utah and Pacific Railroad Company to the Chicago, Burlington & Quincy Railroad Company.
- (9) Lease, dated April 20, 1905, from The Denver, Utah and Pacific Railroad Company to the Chicago, Burlington & Quincy Railroad Company for the term of the Lessors' corporate existence.
- (10) Deed, of date February 15, 1908, from The Denver, Utah and Pacific Railroad Company to the Chicago, Burlington & Quincy Railroad Company.

Big Horn Railroad Company

INCORPORATION

This company was incorporated under the General Law of Wyoming by Certificate dated January 11, 1905, and filed with the Secretary of State, January 12, 1905. It proposed to build a railroad as follows, to wit:

“ . . . beginning at a point on the line of Chicago, Burlington & Quincy Railroad Company at or near the town of Frannie or Garland in Big Horn County, Wyoming, running thence in a general southerly direction through the counties of Big Horn and Fremont, Wyoming, to a point in the Big Horn Valley in the said last named County at or near the Junction of the Big Horn River with Muskrat Creek, together with such branches and feeders to the main line of the road as may be hereafter determined upon.”

By an amendment adopted January 13, 1906 (filed with Secretary of State for Wyoming on January 17, 1906), the company was authorized to construct the branch line or extension from Kirby to Orin Junction, Wyoming.

By an amendment, of date December 10, 1907, filed with the Secretary of State for Wyoming, December 20, 1907, the company was authorized to build a branch line (Warren-Fromberg) or extension as follows:

“ . . . beginning at a point in or near the town of Frannie, Wyoming, and extending thence in a general northerly direction through the County of Big Horn in the state of Wyoming to a point on the State line between the States of Wyoming and Montana: thence in a general northerly direction through the County of Carbon, in the State of Montana, to a point of connection with the line of the Northern Pacific Railway Company at or near the town of Fromberg in said last named County . . . ”

January 20, 1908, the above amendment was filed with the Secretary of State of Montana.

ORGANIZATION

The company was organized January 13, 1905.

TERMINI AND DESCRIPTION

MAIN LINE.— From a connection with the Toluca branch of the Chicago, Burlington & Quincy Railroad, at Frannie Junction, Wyoming; thence southerly to Kirby, Wyoming, a distance (first main) of 110.91 miles.

EXTENSIONS (branches) to above main line:

From terminus of above line at Kirby, Wyoming, and extending thence southeasterly to a connection with the Colorado & Southern Rail-

way at Orin Junction, Wyoming, a distance (first main) of 214.30 miles; also,

From a junction with the Toluca branch at Warren, Montana, thence northerly to a connection with the Northern Pacific Railway at Fromberg, Montana, a distance (first main) of 29.92 miles.

Total mileage constructed (first main), 355.13 miles; 325.21 miles in Wyoming and 29.92 miles in Montana.

CONSTRUCTION

Construction on the main line extending from Frannie Junction to Kirby, Wyoming, commenced at Frannie Junction, October 3, 1905, and the railroad was completed and opened to traffic as follows: To Lowell, 16.62 miles, April 16, 1906; to Basin, 45.46 miles, June 30; to Worland, 27.73 miles, July 12, 1906; to Kirby, 20.44 miles, September 3, 1907.

Construction on the extension from Warren northerly to a connection with the Northern Pacific Railway at Fromberg commenced in 1910, and was completed and opened for business April 24, 1911. Between Frannie Junction, Wyoming, the northern terminus of the original line, and Warren, Montana (6.96 miles), this company used the Toluca branch of the Chicago, Burlington & Quincy Railroad.

Construction on the extension from Kirby southeasterly to a connection with the Colorado & Southern Railroad at Orin Junction, Wyoming, commenced at Kirby in July, 1909, and the line was completed as follows: To Thermopolis, May 23, 1910; to Powder River, November 1, 1913; to Casper, October 20, 1913; to Orin Junction, October 18, 1914, at which time line from Denver to Fromberg, Montana, was opened for through service.

Only that part of the road extending from Frannie Junction southerly to Kirby, 110.91 miles, was completed at date of sale to the Chicago, Burlington & Quincy Railroad Company.

OPERATION

Entire line operated from date of completion by Chicago, Burlington & Quincy Railroad Company; original line from Frannie Junction to Kirby under a lease until December 1, 1908; since that date as owner by deed. Extensions from Kirby to Orin Junction and from Warren to Fromberg operated under lease until July 1, 1916; since that date as owner, by deed.

LEASE TO C. B. & Q. R. R. CO.

Of date July 1, 1906, this company leased that portion of its line, built and to be built, extending from Frannie to Worland, Wyoming, together with all extensions and additions thereto, for a period of 25 years, to the Chicago, Burlington & Quincy Railroad Company.

DEED TO C. B. & Q. R. R. CO.

Of date December 1, 1908, the Big Horn Railroad Company conveyed by deed to the Chicago, Burlington & Quincy Railroad Company its road from Frannie, Wyoming, to Kirby, described as follows:

“ . . . beginning at the point of connection with the railroad of the second party in the southeast quarter of Section 36, Township 58 north, Range 98 west, at Frannie, Wyoming, and extending thence in a southerly direction along Sage Creek, Shoshone River and Big Horn River to a point in the west half of section 9, Township 44, Range 94 west, said point being about .61 miles south of the depot at Kirby, the length of said railroad being about 110.91 miles, all in Big Horn County, Wyoming.”

By deed dated July 1, 1916, the Big Horn Railroad Company conveyed to the Chicago, Burlington & Quincy Railroad Company its lines extending from a point near Warren, Montana, northerly to a connection with the Northern Pacific Railway at Fromberg, Montana, and its line extending from Kirby, Wyoming, southwesterly to a connection with the Colorado & Southern Railway at Orin Junction, Wyoming, described as follows:

“Commencing at a point61 miles south of the depot at Kirby, in Hot Springs County, Wyoming, the same being the terminus of the line of railroad conveyed in the deed of December 1, 1908, with which the line herein described connects; thence in a southerly direction along the Big Horn River to Bad Water River in Fremont County, Wyoming; thence . . . to Orin Junction, in the County of Converse, Wyoming, to a connection with the Railroad of the Colorado & Southern Railway Company . . . a distance of about 214.30 miles.”

“Also beginning at a point in Carbon County, Montana, on the Toluca branch of the railroad of the second party, which point is 4.59 miles north of the station at Frannie, Wyoming, and extending thence in a northerly direction to Fromberg, in said Carbon County, Montana, to a point of connection with the railroad of the Northern Pacific Railway Company, a distance of about 29.92 miles.”

CORPORATE EXISTENCE

This company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) Incorporated under the General Law of Wyoming by Certificate dated January 17, 1905.
- (2) Certificate of Incorporation amended under the laws of Wyoming, January 13, 1906.
- (3) Certificate of Incorporation amended under the laws of Wyoming, December 10, 1907. Certified copy of original certificate and of

amendment of December 10, 1907, filed with the Secretary of State of Montana, January 20, 1908.

- (4) Leased for 25 years, of date July 1, 1906, from Big Horn Railroad Company, covering all of the Lessor's railroad, built or to be built.
- (5) Deed, of date December 1, 1908, from the Big Horn Railroad Company, conveying to the Chicago, Burlington & Quincy Railroad Company the railroad extending from Frannie Junction southerly to Kirby.
- (6) Deed, of date July 1, 1916, from the Big Horn Railroad Company, conveying to the Chicago, Burlington & Quincy Railroad Company the Grantor's railroad, extending from Kirby, Wyoming, to Orin Junction, and from Warren, Montana, to Fromberg.

The Denver, Golden and Salt Lake Rail Road Company

INCORPORATION

Incorporated under the General Laws of the State of Colorado, Certificate of Incorporation dated June 27, 1881, and filed with the Secretary of State of Colorado July 2, 1881, and recorded in Book 6 at page 72.

By Section Second of its said Articles this company was empowered:

“ to locate, construct, operate and maintain certain rail road and telegraph lines hereinafter named, designated and described, and to acquire, improve and dispose of lands and interests therein, conditionally and absolutely for the purpose of aiding in the construction and business of said railroad and for promoting in any way the interests thereof. The said rail road and telegraph lines are named and described and are by routes described as follows: Starting from the City of Denver in the State of Colorado, thence along or near what is known as the South Golden wagon road to the City of Golden in Jefferson County in said State; thence along the base of the mountains to what is known as Leyden Creek; thence by the most feasible and practicable route to Hot Sulphur Springs in Grand County in said State; thence to the western boundary line of the State of Colorado;”

“ and the said rail road and telegraph lines are to be built within, through and across and operating in the Counties of Arapahoe, Jefferson, Clear Creek, Gilpin, Grand, Routt and Summitt in said State of Colorado and to a point on the western boundary of said State between the point where White River crosses said western boundary line of Colorado and the southwest corner of Routt County in said State.”

ORGANIZATION

Effected at Denver, Colorado, June 29, 1881, when the Directors named in the Articles of Incorporation met and elected officers and declared the organization complete.

TERMINI AND DESCRIPTION

This company acquired certain tracts of land, including about 10 acres of the City of Denver and certain lots in West Denver Addition. No main line mileage was constructed, but about 1.34 miles of sidetrack were built.

CONSTRUCTION

This company did not construct any main line railroad, but acquired certain lands and lots in the City of Denver, and owned no property outside said city.

DEED TO C. B. & Q. R. R. CO.

Of date March 1, 1917, The Denver, Golden & Salt Lake Rail Road Company conveyed by deed to the Chicago, Burlington & Quincy Railroad Company all of its railroad property, franchises and privileges.

CORPORATE EXISTENCE

This company is still in active existence.

CHAIN OF TITLE

- (1) The Denver, Golden and Salt Lake Rail Road Company, incorporated under the General Laws of Colorado by Articles of Incorporation dated June 27, 1881, and filed with the Secretary of State of Colorado July 2, 1881. Recorded in Book 6, page 72.
- (2) Deed of date March 1, 1917, from The Denver, Golden and Salt Lake Rail Road Company to the Chicago, Burlington & Quincy Railroad Company, recorded Denver County, Colorado, May 18, 1917, Book 2607, page 405.

Chalco-Yutan Cut-Off

In 1914, the Chicago, Burlington & Quincy Railroad Company, under authority of the law of Nebraska, commenced construction of the Chalco-Yutan cut-off.

TERMINI AND DESCRIPTION

This cut-off extends from a junction with the line formerly known as The Omaha and North Platte Railroad, 2.4 miles west of Chalco, Nebraska, and extends thence northwesterly to a connection with the line formerly known as The Sioux City and Western Railway, 1.37 miles east of the depot at Yutan, Nebraska.

Total mileage (first main) 10.69 miles, all in Nebraska.

CONSTRUCTION

Commenced May 22, 1914, and continued until August of that year; suspended during 1915.

OPERATION

When completed will be operated as a part of the Chicago, Burlington & Quincy Railroad.

Trackage Rights Granted to the Chicago, Burlington & Quincy Railroad Company by Other Carriers

LINES EAST

CARRIER	LOCATION		Length Miles	Date of Contract	Date Contract Expires	Remarks
	From	To				
A. & E. Bridge	Winthrop	Atchison	.32	Letter Agreement		Br. & Tracks
B. & O. S. W. R. R.	Shattuc	East St. Louis	54.20	Aug. 5, 1913	5 yrs. notice after Aug. 5, 1933.	Tracks
C. & A. R. R.	Louisiana	Pike	2.07	Oct. 1, 1908	60 days' written notice.	Tracks
C. & A. R. R. et al.	12th to 16th St.	Chicago	.40	Sept. 7, 1880	Sept. 7, 2868	Tracks
C. & E. I. R. R.	Nellson	West Vienna	15.80	June 1, 1910	1 yr. written notice	Tracks
C. & N. W. Ry.	Clinton	East Clinton	.88	Dec. 15, 1884	1 yr. written notice	Br. & Tracks
C. & N. W. Ry.	Agnew	Sterling	4.62	May 3, 1869	Perpetual	Tracks
C. C. C. & St. L. Ry. et al.	East Alton	Bridge Jct.	19.57	May 5, 1870, and June 1, 1916	Sept. 11, 1966	Tracks
C. P. & St. L. R. R.	Jacksonville		.52	Sept. 1, 1904	Sept. 1, 1954	Tracks
C. R. I. & P. Ry.	Burlington	Mediapolis	13.89	Mar. 1, 1904	Mar. 1, 1929	Tracks
C. M. & St. P. Ry.	St. Croix Crsg.	St. Paul	17.96	May 28, 1902	1 yr. written notice	Tracks
Chicago Junction Ry.	U. S. Stock Yds.			No written contract		Tracks
Chicago Un. Sta.	Chicago		.84	July 2, 1915, and Feb. 1, 1919	Perpetual	Term. Fac.
Des M. Un. Ry.	Des Moines		2.89	Sept. 3, 1901	Mar. 1, 1920	Term. Fac.
Dun. & Dub. Br.	East Dubuque	Dubuque	.66	Feb. 25, 1889	3 yrs. written notice	Br. & Tracks
Great Nor. Ry.	Minneapolis			May 11, 1886	99 years	Term. Fac.
Great Nor. Ry.	Sioux City		3.14	July 1, 1910	3 mos. written notice	Term. Fac.
Great Nor. Ry.	St. Paul	Minneapolis	11.65	May 11, 1886	May 11, 1985	Tracks
Han. Br. Co.	Hannibal	East Hannibal		Sept. 4, 1887	Perpetual	Br. & Tracks
Han. Un. Depot	Hannibal			June 30, 1881	May 14, 1932	Term. Fac.
Ill. Cen. R. R.	Portage	East Dubuque	12.39	Feb. 25, 1889	3 yrs. written notice	Tracks
Ill. Term. R. R.	Alton	Northwood River	5.01	May 12, 1916	June 1, 1931	Tracks
Kan. City Term.	Kansas City		2.50	June 12, 1909	Nov. 2114	Term. Fac.
Keo. Un. Depot	Keokuk			July 1, 1890	July 1, 1940	Term. Fac.
Lea. Ter. R. R. & Br.	Leavenworth		1.73	Mar. 14, 1892	Mar. 14, 1922	Br. & Tracks
Mo. & Ill. Br. & Balt. R. R.	Alton	West Alton	2.69	Feb. 1, 1913	1 yr. written notice	Br. & Tracks
M. K. & T. Ry.	Hannibal		.33	July 1, 1897	3 yrs. written notice	Tracks
N. C. & St. L. Ry.	Paducah		.81	May 9, 1911, and May 20, 1914	60 days written notice	Tracks
Penn. R. R. et al.	12th to 16th St.	Chicago	.40	Sept. 7, 1880	Sept. 7, 2868	Tracks
P. C. C. & St. L. Ry.	Chicago			April 21, 1909	30 days notice	Tracks
P. & P. Un. Ry.	Peoria			Sept. 14, 1915	Sept. 14, 1940	Term. Fac.
St. Jos. Un. Depot	St. Joseph			Sept. 2, 1880, and Apr. 30, 1888	May 1, 1932	Term. Fac.
St. Paul Un. Depot	St. Paul		0.53	Dec. 18, 1916, and Dec. 27, 1918	Dec. 17, 2015	Term. Fac.
Ter. R. R. Assn. St. L.	East St. Louis					Tracks
Ter. R. R. Assn. St. L.	St. Louis	East St. Louis	3.75	Oct. 1, 1889	Perpetual	Br. & Tracks
Un. Pac. R. R.	Council Bluffs	Omaha	2.79	Jan. 23, 1901	1 yr. written notice	Br. & Tracks
Wab. Ry.	Birmingham	Harlem	8.22	Oct. 8, 1905	30 days written notice	Tracks
Wab. Ry.	Bloomfield	Moulton	14.14	Jan. 1, 1914	30 days written notice	Tracks
Win. Br. Ry.	Winona	East Winona	.99	Aug. 8, 1890	Aug. 8, 1920	Br. & Tracks

LINES WEST

Atchison Un. Depot	Atchison			July 1, 1879	Aug. 1, 1930	Term. Fac.
Col. & Sou. Ry.	Burns Jct.	Utah Jct.	11.30	Nov. 29, 1889	Nov. 29, 2898	Tracks
Col. & Sou. Ry.	Cheyenne	Ft. Russell	3.92	Oct. 1, 1910	6 mos. written notice	Term. Fac.
Denver Un. Sta.	Denver			Mar. 2, 1914	Mar. 2, 2013	Term. Fac.
Nor. Pac. Ry.	Huntley	Billings	15.52	Aug. 1, 1909	May 29, 1920	Tracks
Nor. Pac. Ry.	Fontenberg	Billings	34.02	Apr. 13, 1911, and Mar. 25, 1919	1 yr. written notice	Tracks
S. C. Br. Co.	Sioux City		3.70	Sept. 20, 1907	Sept. 30, 1922	Br. & Tracks
St. J. & G. I. Ry.	Alma Jct.	Fairfield	2.75	July 1, 1902	2 yrs. written notice	Tracks
St. J. & G. I. Ry.	K. C. & O. Jct.	Endicott	11.97	July 1, 1902	2 yrs. written notice	Tracks
Un. Pac. R. R.	Council Bluffs		.71	Correspondence, 1878		Term. Fac.
Un. Pac. R. R.	South Omaha	Gilmore	4.54	Aug. 7, 1900	June 30, 1949	Tracks
Un. Pac. R. R.	Sterling	Union	23.70	Aug. 8, 1900, and Aug. 16, 1915	Aug. 7, 1950	Tracks
Un. Pac. R. R.	Stromsburg		.22	Sept. 6, 1904	Letter Agreement	Term. Fac.
Un. Stock Yards	Omaha		.41	Aug. 16, 1900	Sept. 15, 1950	Tracks

Trackage Rights Granted by Chicago, Burlington & Quincy Railroad Company to Other Carriers

LINES EAST

CARRIER	LOCATION		Length Miles	Date of Contract	Date Contract Expires	Remarks
	From	To				
C. & A. R. R.	Francis		.40	Aug. 1, 1902	Aug. 1, 1926	Tracks
C. & A. R. R.	Kansas City		.40	Dec. 21, 1878	Perpetual	Tracks
O. G. W. R. R.	Des Moines		.44	Sept. 1, 1906	1 yr. written notice	Br. & Tracks
O. G. W. R. R.	Galena Jct.	Portage	.90	Feb. 1, 1887	Jan. 1, 1951	Tracks
O. G. W. R. R.	St. Joseph		.74	Jan. 6, 1891	Jan. 6, 1990	Tracks
C. I. & S. R. R.	Ladd	Zearing	6.57	June 1, 1902	1 yr. written notice	Tracks
C. M. & St. P. Ry.	Davis Jct.	Rockford	12.00	Nov. 5, 1881	1 yr. written notice	Tracks
C. M. & St. P. Ry.	Davis Jct.	Steward Jct.	19.95	Mar. 23, 1903	July 1, 2003	Tracks
C. M. & St. P. Ry.	St. Croix Crsg.	St. Paul	19.04	May 28, 1902	1 yr. written notice	Tracks
C. R. I. & P. Ry.	Cameron	Harlem	52.67	Jan. 1, 1905	Jan. 1, 1930	Tracks
C. R. I. & P. Ry.	Newport	St. Paul	7.11	May 29, 1902	1 yr. written notice	Tracks
C. R. I. & P. Ry.	Kansas City		1.35	Dec. 1, 1879, and Jan. 1, 1905	Jan. 1, 1930	Br. & Tracks
D. R. I. & N. W. Ry.	Rock Island		.69	April 12, 1898	99 years	Tracks
G. B. & W. R. R.	Winona		1.18	Sept. 1, 1904	60 days written notice	Tracks
K. C. Term. Ry.	Kansas City		1.80	Dec. 21, 1878	Perpetual	Tracks
L. C. & S. E. Ry.	La Crosse			July 1, 1910	60 days notice	Tracks
M. & St. L. R. R.	Oskaloosa	Des Moines	60.84	Aug. 31, 1912, and July 25, 1918	July 15, 1920	Tracks
M. K. & T. Ry.	St. Louis	Machens	22.96	Apr. 1, 1893, and Feb. 1, 1894	Apr. 1, 1872	Tracks
Q. O. & K. C. R. R.	Quincy	West Quincy	4.30	Nov. 15, 1898	Perpetual	Br. & Term. Fac.
Q. O. & K. C. R. R.	Kansas City	Harlem	1.27	May 1, 1911	6 mos. written notice	Tracks
Sou. Ry.	Centralia		1.39	Sept. 16, 1901	Sept. 16, 2000	Term. Fac.
T. P. & W. Ry.	Iowa Jct.	Burlington	8.94	Dec. 1, 1883	6 mos. written notice	Br. & Tracks
Wab. Ry.	Camp Point	Quincy	22.96	Nov. 26, 1899	30 days written notice	Tracks
Wab. Ry.	Burlington	East Hannibal	18.31	Nov. 1, 1915	1 yr. written notice	Tracks
Wab. Ry.	Birmingham	Harlem	8.24	Oct. 8, 1905	30 days written notice	Tracks
Wab. Ry.	Harlem	Kansas City	1.35	Oct. 16, 1917	18 mos. written notice	Br. & Tracks

LINES WEST

Col. & Sou. Ry.	Cheyenne		3.25	Oct. 1, 1910	6 mos. written notice	Term. Fac.
Col. & Wyo. Ry.	Guernsey		.68	Oct. 29, 1900	30 days written notice	Tracks
R. C. B. H. & W. R. R.	Mystic, S. D.		1.18	Aug. 18, 1905	90 days written notice	Tracks

BRIDGES
OVER NAVIGABLE RIVERS

The Quincy Rail Road Bridge Company

- I—THE RAILROAD BRIDGE COMPANY
- II—THE QUINCY BRIDGE COMPANY
- III—THE QUINCY RAIL ROAD BRIDGE COMPANY

I

The Railroad Bridge Company

INCORPORATION

The Railroad Bridge Company of Illinois was incorporated by a Special Act of the Illinois Legislature, in force February 10, 1853. By the terms of the said Act, the company was authorized as follows:

“To build, maintain and use a railroad bridge over the Mississippi River, or that portion within the jurisdiction of the State of Illinois, at or near Quincy, in such manner as shall not materially obstruct or interfere with the free navigation of said river, and to connect by railroad or otherwise such bridge with any railroad, either in the State of Illinois or Missouri, terminating at or near said point; to unite and consolidate its franchises and property with any and all bridge or railroad companies, in either of said States.”

By an Act, in force February 15, 1865, the original Act above referred to (having expired three years after its approval) was revived, and the time for the commencement of construction was extended five years from February 15, 1865.

ORGANIZATION

The record books of this company are not available, and it is impossible to give the date of its organization.

CONSTRUCTION

This company did not build any portion of the bridge it was authorized to construct.

CONSOLIDATION

In pursuance of the authority given by its Charter, this company consolidated its property and franchises with The Quincy Bridge Company, a Missouri corporation, the said Articles of Consolidation being dated November 20, 1866. The consolidated corporation adopted the name, The Quincy Rail Road Bridge Company.

II

The Quincy Bridge Company

INCORPORATION

This company was incorporated under the General Law of the State of Missouri by Articles dated March 28, 1866, and on that date filed in the office of the Secretary of State of Missouri.

By the provisions of Section 16, Chapter 76, of the Missouri law relating to bridge companies, this company was authorized as follows:

“To construct and maintain a bridge over any of the streams of water, or any part of such streams, which may be within this State, for public use, for the crossing of persons or property.”

By Section 18 of Chapter 76, the company was authorized as follows:

“To consolidate its franchises and property with that of any bridge company within this State, or any other, to be connected by said bridge, and shall have authority to have and exercise any of the rights and powers granted by general laws to private corporations, which may be found necessary to carry out the objects contemplated in such organization.”

ORGANIZATION

Organized April 28, 1866, by the election of officers. The record does not show the place of organization.

CONSTRUCTION

This company did not construct any portion of the bridge it was authorized to build.

CONSOLIDATION

Of date November 20, 1866, it consolidated all of its property with The Railroad Bridge Company, a corporation of the State of Illinois, forming The Quincy Rail Road Bridge Company.

III

The Quincy Rail Road Bridge Company

INCORPORATION

This company was formed on November 20, 1866, by Articles of Consolidation between The Railroad Bridge Company of Illinois and The Quincy Bridge Company of Missouri. The consolidation of these companies was legalized by a Special Act of the Illinois Legislature, approved February 6, 1867. The consolidation was made lawful under the General Laws of Missouri by the filing of the Articles of Consolidation of the Quincy Railroad Bridge Company with the Secretary of State of Missouri, of date December 4, 1866.

By the said Articles of Consolidation, the bridge to be constructed was designated as follows:

“The railroad bridge of the consolidated company will extend continuously across the Mississippi River from a point at or near the City of Quincy, in the State of Illinois, to a point opposite the said City within the limits of Marion County, in the State of Missouri.”

ORGANIZATION

The first meeting of this company was held at Quincy, Illinois, on November 20, 1866.

FEDERAL AUTHORITY

By the terms of an Act of Congress, in force July 25, 1866, it was provided as follows:

“That it shall be lawful for any person or persons, company or corporation, having authority from the States of Illinois and Missouri for such purposes, to build a bridge across the Mississippi River at Quincy, Illinois, and to lay on and over said bridge, railway tracks, for the more perfect connection of any railroads that are or shall be constructed to the said river at or opposite said point.”

TERMINI AND DESCRIPTION

From a point on the east bank of the Mississippi River near the City of Quincy, Illinois, thence westerly across the Mississippi River to a point in Missouri opposite the said City of Quincy.

CONSTRUCTION

Contracts for the construction of the Quincy Bridge were let January 1, 1867, and construction commenced immediately thereafter. The bridge was completed and opened for traffic November 9, 1868.

OPERATION

The company did not operate the bridge, but it was operated from the date of its completion (November 9, 1868) and until February 1, 1875, by the Chicago, Burlington & Quincy Railroad Company, the Toledo, Wabash & Western Railroad Company and the Hannibal & St. Joseph Railroad Company, as joint tenants; operated from February 1, 1875, until July 1, 1900, by the Chicago, Burlington & Quincy Railroad Company and the Hannibal & St. Joseph Railroad Company, as joint tenants; operated from July 1, 1900, until December 1, 1903, by the Chicago, Burlington & Quincy Railroad Company, as sole lessee; operated since December 1, 1903, by the Chicago, Burlington & Quincy Railroad Company, as owner by deed.

REBUILDING OF THE QUINCY BRIDGE

Pursuant to a resolution of the directors, of date October 7, 1897, the work of rebuilding the Quincy Bridge was undertaken by the lessors. Work was commenced in July, 1897, and the new bridge was completed (except the draw-span) on June 18, 1898. Work was discontinued in 1898 and resumed late in 1901 and work entirely completed in the fall of 1902.

Under authority and permission of the War Department, seven of the spans at the east end of the bridge were filled and not rebuilt. A highway attachment was included in the reconstruction of the bridge, this being opened September 10, 1899. In connection with the reconstruction of the bridge, the Burlington Company changed the approaches on the east by building an additional track, 1.78 miles in length, commencing at the east end of the main bridge and extending thence in a southerly direction across Bay and Tow Head Islands, and crossing Quincy Bay on a new bridge at the south end of the last named island, thence to a connection with the former lines in the city

of Quincy. This line was constructed under a contract and agreement with the city of Quincy.

LEASE TO C. B. & Q. R. R. Co.

Of date January 1, 1869, and effective upon the completion of the bridge, The Quincy Rail Road Bridge Company leased its bridge for the term of its corporate existence to the Chicago, Burlington & Quincy Railroad Company, the Toledo, Wabash & Western Railroad Company and the Hannibal & St. Joseph Railroad Company. Subsequently the Toledo, Wabash & Western Railroad Company, because of non-compliance with the obligations of the said lease, forfeited its rights as a joint lessee. Of date July 1, 1900, the Chicago, Burlington & Quincy Railroad Company became the sole lessee of the Quincy Bridge.

DEED TO C. B. & Q. R. R. Co.

By deed dated December 1, 1903, The Quincy Rail Road Bridge Company conveyed to the Chicago, Burlington & Quincy Railroad Company its bridge and other property, described as follows:

“ Its iron railroad bridge on and over the Quincy Bay, so-called, and on and over the Mississippi River, and on and over the island separating the said Quincy Bay from the Mississippi River, as the said bridge and railroad exist and extend from the east bank of the said Quincy Bay, at and from the City of Quincy, in the State of Illinois, across said Bay, Island and River, to the town or village of West Quincy, on the west bank of the Mississippi River, in the State of Missouri, and also all the railroad or roads of the said party of the first part which extend from the east and west abutments of said bridge and connect the said bridge and tracks thereon with the railroad tracks and railroad of the said Chicago, Burlington & Quincy Railroad Company, in the State of Illinois, and with the railroad tracks and railroad of the said Chicago, Burlington & Quincy Railroad Company, formerly the Hannibal & St. Joseph Railroad Company, in the State of Missouri.”

CORPORATE EXISTENCE

The Quincy Rail Road Bridge Company is still in existence, but inactive.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Railroad Bridge Company, organized under a Special Act of the Illinois Legislature, in force February 10, 1853; corporate existence extended by Act in force February 18, 1865.
- (2) The Quincy Bridge Company, organized under the General Laws of the State of Missouri by Articles dated March 28, 1866.

- (3) The Quincy Rail Road Bridge Company, formed by Articles of Consolidation, of date November 20, 1866, by and between The Railroad Bridge Company of Illinois and The Quincy Bridge Company of Missouri.
- (4) Lease, of date January 1, 1869, for the term of its corporate existence of all its property by The Quincy Rail Road Bridge Company to the Hannibal & St. Joseph Railroad Company, the Toledo, Wabash & Western Railroad Company and the Chicago, Burlington & Quincy Railroad Company.
- (5) By deed dated December 1, 1903, The Quincy Rail Road Bridge Company conveyed all of its property and franchises to the Chicago, Burlington & Quincy Railroad Company.

The Burlington Bridge

The railroad bridge across the Mississippi River at Burlington, Iowa, was built by the Chicago, Burlington & Quincy Railroad Company under authority of an Act of Congress, in force July 25, 1866, and of Chapter 130 of the Acts of the Iowa Legislature, approved April 5, 1864, and of an Act of the Illinois Legislature, in force February 12, 1853.

AUTHORITY FROM IOWA

Chapter 130 of the Laws of Iowa (1864) provides as follows, to wit:

“That any railroad company now organized, or hereafter to be organized, or bridge company incorporated, in pursuance of the laws of this state, is hereby authorized and empowered to construct a railroad bridge across the Mississippi River, connecting with the eastern terminus of the railroad of any such company, and abutting on the Iowa bank of said river at such place as shall be designated therefor by the Board of Supervisors of the County wherein said abutting is to be made, and extending toward any point of the opposite bank that may be selected by such company.”

AUTHORITY FROM ILLINOIS

An Act of the Illinois Legislature, in force February 12, 1853, authorized certain persons to become a corporation by the name of “The Peoria & Burlington Railroad Bridge Company,” with powers as follows (Section 1):

“to build, maintain and use a railroad bridge over the Mississippi River, or that portion of said river within the jurisdiction of the State of Illinois, at or near the City of Burlington, and in such manner as shall not materially obstruct or interfere with the free navigation of said river, and to connect by railroad or otherwise such bridge with any railroad, either in the State of Illinois or Iowa, terminating at or near such point; to unite and consolidate their privileges and franchises with any and all bridge or railroad companies in either of said states.”

The Chicago, Burlington & Quincy Railroad Company acquired the franchises of The Peoria & Burlington Railroad Bridge Company.

FEDERAL AUTHORITY

By the Act of Congress, in force July 25, 1866, it was provided as follows (Section 4):

“That it shall be lawful for the Chicago, Burlington & Quincy Railroad Company, a corporation whose road has been completed to the Mississippi River and connects with a railroad on the opposite side thereof, having first obtained authority therefor from the States of Illinois and Iowa to construct a railroad bridge across said river upon the same terms, in the same manner, under the same restrictions, and with the same privileges as is provided for in this Act in relation to the bridge at Quincy, Ill.”

TERMINI AND DESCRIPTION

From the east bank of the Mississippi River, in Henderson County, Illinois, at a point opposite Burlington, Iowa, thence westerly across the Mississippi River to a point in Des Moines County, Iowa, at or near the said City of Burlington, Iowa, a total distance (first main) of .38 miles; .06 miles in Iowa; .32 miles in Illinois.

CONSTRUCTION

Work was begun on the bridge and approaches thereto on January 30, 1867, and the bridge was completed and opened for traffic August 13, 1868.

RECONSTRUCTION

In 1890 this bridge was entirely rebuilt as a double-track railroad bridge. The work of rebuilding began in July, 1890, and was completed and the bridge put into service as a double-track bridge in October, 1892.

Plattsmouth Bridge

INCORPORATION

This bridge across the Missouri River with its approaches in Iowa and Nebraska was built and owned by the Burlington and Missouri River Rail Road Company in Nebraska. See Corporate History, page 319.

AUTHORITY FOR BRIDGE

FEDERAL AUTHORITY: An Act of Congress, approved July 2, 1864 (Union Pacific Acts, 13 U. S. Statutes, page 360), authorized the Burlington and Missouri River Railroad Company (Iowa Corporation) to extend its railroad into the State of Nebraska to a connection with the Union Pacific road and to construct a bridge over the Missouri River.

A Resolution of Congress, passed April 10, 1869, authorized the Iowa company to assign "to a railroad company to be organized under the laws of Nebraska" all the rights granted in the Act of 1864; and, of date November 20, 1869, the Iowa corporation made such an assignment to the Burlington and Missouri River Rail Road Company in Nebraska.

NEBRASKA AUTHORITY: Specific authority was given to Nebraska railroad companies to extend their roads into adjoining States by an Act of the Nebraska Legislature passed in 1866, and in force until repealed in 1913 by the Revised Statutes of Nebraska.

IOWA AUTHORITY: By an Act of the Iowa Legislature, approved April 5, 1864, this bridge was specifically authorized; and by an Act approved March 25, 1880, any railroad company of any other State was authorized "to extend and build its road into the State of Iowa."

TERMINI AND DESCRIPTION

The easterly or Iowa approach of the bridge originally consisted of trestle work approximately 9,502 feet long. Of this 9,289 feet has been filled, leaving an approach of 113 feet to the east end of the bridge proper.

The length of the superstructure of the bridge in Iowa to the State boundary line is 1,017 feet, and the length of the superstructure in Nebraska is 402 feet. The westerly or Nebraska approach is 126 feet long; that is, the length of the bridge proper is 1,419 feet and of the two approaches is 239 feet, making a total length of bridge and its present approaches in both States 1,658 feet.

CONSTRUCTION

Work on the bridge was begun in August, 1879; the bridge was completed and opened for traffic September 12, 1880.

The Act of Congress under which this bridge was built did not require approval by the Secretary of War of the plans for its construction. It was built as a high bridge without draw span and was rebuilt in 1901-1902 under plans approved by the Secretary of War, as required by law at that time.

Kansas City Bridge

AUTHORITY FOR THE BRIDGE

STATE AUTHORITY: The State of Missouri, by a Special Act approved February 9, 1857, incorporated the Kansas City, Galveston and Lake Superior Railroad Company with specific authority "to construct all necessary bridges over navigable streams."

Of date November 12, 1866, the name of the company was changed to "The Kansas City and Cameron Railroad Company."

The Legislature of Missouri, by a Special Act approved February 20, 1865, incorporated the Kansas City Bridge Company.

Of date March 11, 1867, the Legislature of Missouri passed an Act conferring upon the Kansas City and Cameron Railroad Co. "the same authority, rights and powers as are conferred upon the Kansas City Bridge Company by the Act of February 20, 1865," and the bridge was built by that company.

FEDERAL AUTHORITY: An Act of Congress, approved July 25, 1866, authorized the building of several bridges across navigable streams, and in Section Ten provided as follows: "Any Company authorized by the Legislature of Missouri may construct a bridge across the Missouri River at the City of Kansas, upon the terms and conditions provided for in this Act."

TERMINI AND DESCRIPTION

The superstructure of the bridge proper is 1,124 feet long.

The original one-track bridge was replaced in 1916 by a double-track steel bridge, which was opened for traffic February 1, 1917, and the old structure was wrecked; the new bridge being located at the north end 200 feet up stream from the location of the old bridge, necessitating the building of an embankment on the north side 1,400 feet long as an approach. The bridge has a draw span to permit the passage of steamboats. (See Journal Western Society of Engineers, February, 1919, page 102, for detailed history of bridge.)

CONSTRUCTION

Work was commenced on the original bridge February 27, 1867, and it was opened for traffic July 4, 1869.

The new bridge was commenced in August, 1915, and the bridge was completed and opened for traffic February 1, 1917.

Nebraska City Bridge

INCORPORATION

This bridge across the Missouri River between Iowa and Nebraska was built and owned by the Nebraska Railway Company. (See Corporate History, Nebraska Railway Company, page 344.)

AUTHORITY FOR THE BRIDGE

FEDERAL AUTHORITY: An Act of Congress, approved June 4, 1872, authorized the Nebraska City Bridge Company to construct this bridge, and specifically authorized the company to assign all its rights, which it did by an assignment made to the Nebraska Railway Company July 8, 1887.

NEBRASKA AND IOWA AUTHORITY: For Nebraska authority to extend a Nebraska railroad into Iowa, and for the Iowa authority for such extension, see "Authority for Plattsmouth Bridge."

TERMINI AND DESCRIPTION

The superstructure of the bridge proper from the west end of the Iowa approach to the center of the main channel of the Missouri River, that is, to the State boundary line, 627.2 feet. The distance from the center of the main channel or State boundary line to the west end of the bridge is 580.4 feet. The total length of the bridge is 1207.6 feet.

CONSTRUCTION

This bridge was built as a high bridge without draw spans. Work was commenced in June, 1887, and the bridge was completed and opened for traffic August 12, 1888.

Rulo Bridge

INCORPORATION

This bridge across the Missouri River, between Missouri and Nebraska, was built and owned by the Atchison and Nebraska Railroad Company. (For Incorporation of railroad company, see Corporate History, page 353.)

AUTHORITY FOR BRIDGE

FEDERAL AUTHORITY: An Act of Congress, approved June 18, 1884 (23 Stats. L., page 45), authorized the Atchison and Nebraska Railway Company to build this bridge.

NEBRASKA AUTHORITY: For authority of a Nebraska Railroad Company to extend its road into Missouri, see history Plattsmouth Bridge.

MISSOURI AUTHORITY: The laws of Missouri (Section 790, Revised Statutes) specifically authorize any railroad company of another State to extend its road into the State and to build bridges.

TERMINI AND DESCRIPTION

The distance from the west end of the Missouri approach to the center of the main channel of the Missouri River, or State boundary line, is 757.75 feet. The distance from the center of the main channel or State boundary line to the east end of the Nebraska approach is 381.15 feet. The total length of the bridge is 1138.9 feet.

CONSTRUCTION

This bridge is a single-track high bridge without draw spans. Work was begun on the bridge proper in December, 1885. The bridge was completed and opened for traffic October 2, 1887.

Bellefontaine Bridge

INCORPORATION

This bridge was built and owned by the St. Louis, Keokuk & Northwestern R. R. Co. as a part of its road. (See Corporate History of that road, page 296.)

AUTHORITY FOR THE BRIDGE

An Act of Congress, approved February 17, 1888, authorized the St. Louis, Keokuk & Northwestern R. R. Co. to build this bridge.

TERMINI AND DESCRIPTION

The north approach to the bridge begins at Station 10447+86.8 and extends south 819.2 feet to the superstructure of the steel bridge proper. The length of the bridge proper is 1,778 feet, consisting of four spans. There is no south approach.

CONSTRUCTION

The construction of the bridge began July 4, 1892, and the bridge was completed and opened for traffic December 27, 1893. It is a high double-track railroad bridge without draw spans. The Secretary of War approved the plans December 21, 1889.

St. Louis Bridges

The Eads Bridge and Tunnel were built by the Illinois and St. Louis Bridge Company and are now owned by the St. Louis Bridge Company.

The Union Station is owned by the Terminal Railroad Association.

The Merchants Bridge and the elevated road were built and are now owned by the St. Louis Merchants Bridge Terminal Railway Company, a corporation of Missouri, which owned the stock of the St. Louis Merchants Bridge Company, a corporation of Illinois. A controlling interest in the stock of the Merchants Bridge Terminal Railway Company is now owned by the Terminal Railroad Association.

Of date July 1, 1881, the St. Louis Bridge Company and the Tunnel Railroad of St. Louis leased their properties to the Missouri Pacific and Wabash Railroad Companies for 999 years, which lease was assigned by them of date October 3, 1889, to the Terminal Railroad Association.

Of date August 17, 1893, the Terminal Railroad Association acquired the right to use the Merchants Bridge and elevated road through stock ownership.

All of these properties are operated by the Terminal Railroad Association. That Company has contracts of date October 1, 1889, and December 16, 1902, and January 16, 1903, under which the C. B. & Q. and fourteen other railroad companies agree to use the properties on a certain schedule of rates, and to pay any deficit in operating expenses and guarantee earnings by the Terminal Company sufficient to meet the interest upon the bonds. Each Proprietary Company owns one-fifteenth of the Capital Stock of the Terminal Company, which stock elects one member of the Board of Directors, and is non-assignable.

CONSTRUCTION

The Eads Bridge was opened July 4, 1874. The Merchants Bridge and elevated road were placed in operation May 18, 1890. The Union Station was opened in 1894.

AUTHORITY FOR THE BRIDGES.

1. The Eads Bridge was authorized by Acts of Congress approved July 25, 1866, and July 20, 1868.

The St. Louis and Illinois Bridge Company was incorporated by Special Act of the Missouri Legislature approved February 5, 1864, amended February 20, 1865, and authorized to consolidate by Act of March 19, 1868.

The Illinois and St. Louis Bridge Company was incorporated by Special Act of the Illinois Legislature approved February 21, 1867, with authority to consolidate.

Of date July 9, 1868, the two companies were consolidated under the name, "Illinois and St. Louis Bridge Company."

This company went through a mortgage foreclosure and sale in which there was a reorganization whereby the "St. Louis Bridge Company" was incorporated under the laws of Missouri December 18, 1878, and the Eads Bridge and Tunnel were conveyed to it by deeds dated March 29, 1879, and October 14, 1879.

2. The Merchants Bridge was authorized by Act of Congress approved February 3, 1889, amended September 10, 1889.

The St. Louis Merchants Bridge Company was incorporated in Illinois April 24, 1886.

The St. Louis Merchants Bridge Terminal Railway Company was incorporated in Missouri August 17, 1887.

The Illinois Corporation, of date February 1, 1889, leased the property to the Missouri Corporation, which built the bridge.

Metropolis Bridge

This bridge is the property of the Paducah & Illinois Railroad Company, a Kentucky corporation, whose Articles of Incorporation are dated February 21, 1910.

AUTHORITY FOR BRIDGE

By an Act of Congress, approved January 11, 1915, the Paducah and Illinois Railroad Company was authorized to build this bridge. This was sufficient authority in the State of Kentucky, and the Kentucky corporation was authorized by its articles to extend its railroad into Illinois. The Foreign Corporation Act of Illinois, approved July 1, 1905, authorized the extension into that State and its provisions were complied with, so that the Kentucky corporation has in Illinois all the rights of an Illinois railroad company.

CONSTRUCTION

The bridge was located in 1912 and was completed December 15, 1917.

TERMINI AND DESCRIPTION

The north approach begins at a point 2,869 feet south of the connection of the Herrin & Southern R. R. near Metropolis, and extends south 1,593 feet to the superstructure of the bridge proper.

The distance from the south end of the Illinois approach to the State boundary line (being center line of Pier No. 2) is 304 feet.

The total length in Illinois of the bridge and its approaches is 1,897 feet.

The south approach of the bridge begins at a point called Station No. 2926+10 and extends thence northerly 605 feet to the superstructure of the bridge proper.

The distance from the south end of the Kentucky approach to the State boundary line is 3,198 feet, that is, the total length in the State of Kentucky of the bridge and its approaches is 3,803 feet.

The length of the bridge itself in both Illinois and Kentucky is 3,502 feet, and the total length of the approaches in both States is 2,198 feet, that is, the total length of the bridge itself and its approaches in both States is 5,700 feet.

OPERATION

The bridge is operated under provisions of a contract dated September 1, 1914, and supplement of July 1, 1915, between the Paducah & Illinois Railroad Company, The Nashville, Chattanooga & St. Louis Railway and the Chicago, Burlington & Quincy Railroad Company.

Davenport Bridge

This bridge, known as the "Crescent Bridge," was commenced by the Davenport and Rock Island Bridge Railway and Terminal Co. and was finished by the Davenport, Rock Island & North Western Ry. Co.

INCORPORATION

The original company (the Davenport & Rock Island Railway Bridge Company) was incorporated under the laws of Iowa in 1884, the name being changed in 1895 to Davenport & Rock Island Bridge Railway & Terminal Co. and again changed in 1898 to Davenport, Rock Island & Northwestern Ry. Co.

AUTHORITY FOR BRIDGE

FEDERAL AUTHORITY

The bridge was authorized by Act of Congress, approved March 3, 1888, granting to the Davenport & Rock Island Railway Bridge Co. the right to build the bridge, the name being afterwards changed as above.

IOWA AUTHORITY

Section 2038 (Iowa Code, 1897) authorizes any Iowa railroad company "to extend its road into and through any other State."

See also Section 1031, Iowa Code of 1873.

ILLINOIS AUTHORITY

The Supreme Court of the United States has held that the authority of Congress to build a bridge over a navigable river between two States is sufficient to authorize it to enter another State.

CONSTRUCTION

The bridge was opened for business January 1, 1900.

OPERATION

The bridge was operated as a part of the railroad until 1901, and since February 27, 1901, has been operated by the C. M. & St. P. Ry. Co. and C. B. & Q. R. R. Co. jointly, under lease for 999 years.

Winona Bridge

INCORPORATION

This bridge was built and is owned by the Winona Bridge Railway Company, a corporation organized under the laws of Minnesota, the Articles being dated July 9, 1890, filed with the Secretary of State July 14, 1890, and recorded in Book Z, page 415.

AUTHORITY FOR BRIDGE

FEDERAL AUTHORITY

The bridge was authorized by Act of Congress, approved August 13, 1888, granting authority to the Winona and South Western Ry. Co. and its assigns to build the bridge.

AUTHORITY FROM MINNESOTA

The Legislature of Minnesota, by special Act, approved March 9, 1899, authorized the Winona & South Western to build the bridge.

AUTHORITY FROM WISCONSIN

The Legislature of Wisconsin, by special Act, approved March 14, 1889, authorized the same company to build the bridge.

Of date July 6, 1890, the Winona & South Western Ry. Co. conveyed all of its rights in the bridge to the Winona Bridge Railway Co. by deed.

TERMINI AND DESCRIPTION

The east approach to the Winona Bridge begins at Station 8+70 and extends west 1,128 feet to the superstructure of the bridge proper.

The distance from the west end of the Wisconsin approach to the center of the main channel of the Mississippi River, that is, to the State boundary, is 1,074 feet. The total length in Wisconsin of the bridge and its approaches is 2,202 feet.

The length of the bridge from the center of the main channel to the east end of the west, or Minnesota, approach is 221 feet. The length of the west approach is 42 feet.

The total length of the bridge itself in both Wisconsin and Minnesota is 1,295 feet and the total length of the approaches in both States is 1,170 feet, that is, the total length of the bridge itself and its approaches in both States is 2,465 feet.

CONSTRUCTION

The bridge was built in 1890, being open for traffic August, 1890.

OPERATION

The bridge was operated from the date of its completion under three separate leases, all dated August 8, 1890, to the following railroad companies, namely:

Green Bay, Winona & St. Paul.

Winona & South Western Railway Co.

Chicago, Burlington & Northern R. R. Co.

The Winona & South Western lease was canceled and the name of the Green Bay, Winona & St. Paul was changed to Green Bay & Western, and the Chicago, Burlington & Northern Road was sold to the C. B. & Q.

At this time (1920) the bridge is operated under leases to the Chicago, Burlington & Quincy and the Green Bay & Western R. R. Company.

Alton Bridge

The railroad bridge across the Mississippi River at Alton, Illinois, used by the Chicago, Burlington & Quincy Railroad Company, is owned by the Missouri & Illinois Bridge & Belt Railroad Company.

By the terms of a contract, of date August 1, 1906, between the said Missouri & Illinois Bridge & Belt Railroad Company and the Chicago, Burlington & Quincy Railroad Company, the latter company was given the right to use the Alton Bridge and the approaches thereto for the term of ten years. By a supplementary agreement, of date February 1, 1913, the contract of August 1, 1906, was extended for a term of ten years after August 1, 1916, and is to continue after its expiration in 1926 until either party gives one year's written notice to the other of its intention to terminate it.

The east, or Illinois, approach is designated as extending to a connection with the Chicago & Alton Railroad at Alton. The west approach begins at a point about 1,300 feet east of the east end of the Wye at West Alton, Missouri, and extends thence northeasterly to the Alton Bridge.

The offices of the Missouri & Illinois Bridge & Belt Railroad Company are located at St. Louis, Missouri. Mr. W. F. Bender is secretary of the company in 1920.

Clinton Bridge

The railroad bridge over the Mississippi River at Clinton, Iowa, used by the Chicago, Burlington & Quincy Railroad Company, is the property of the Chicago & North Western Railway Company.

By a contract, dated December 15, 1884, between the above named companies, the Chicago, Burlington & Quincy Railroad Company was given the right for twenty (20) years after January 1, 1885, to use the said bridge and the approaches thereto. Of date January 12, 1885, a supplemental contract between the above companies provided for the construction and maintenance of an additional track connecting the tracks of the North Western Company and those of the Chicago, Milwaukee & St. Paul Railway at Clinton, and gave to the Chicago, Burlington & Quincy Railroad Company the right to use this track and the bridge for the term of twenty (20) years, or until January 1, 1905.

Since 1905 it has been the practice between the North Western and Burlington Companies to extend these contracts from year to year.

By virtue of these contracts and the extensions thereof, the Chicago, Burlington & Quincy Railroad Company operates its trains over the Clinton Bridge.

Dubuque Bridge

The railroad bridge across the Mississippi River at Dubuque, Iowa, used by the Chicago, Burlington & Quincy Railroad Company, is the property of the Dunleith & Dubuque Bridge Company.

By the terms of an agreement, of date February 25, 1889 (modified by agreement dated March 15, 1889), it was provided that the Chicago, Burlington & Northern Railroad Company was to have the right to use the said Dubuque Bridge and the approach thereto from the east, and a track extending from the west end of the bridge westerly to Jones Street in Dubuque, all of the aforesaid track and property belonging to the Dunleith & Dubuque Bridge Company. The above contract was effective March 1, 1889. It was drawn for a term of six years, and was to continue for an indefinite period after the expiration of the said six-year term unless terminated by three years' written notice of one of the parties thereto. By the terms of the said contract the successors and assigns of both parties were bound.

The Chicago, Burlington & Quincy Railroad Company, as the successor of the Chicago, Burlington & Northern Railroad Company, now operates its trains over the bridge at Dubuque by virtue of the contract above set out.

Louisiana Bridge

The railroad bridge across the Mississippi River at Louisiana, Missouri, is the property of the Chicago & Alton Railroad Company.

By the terms of an agreement and lease, of date October 1, 1908, between the Chicago & Alton Railroad Company and the Chicago, Burlington & Quincy Railroad Company, the trains of the latter company have the right to use the Alton Bridge between Quincy Junction, Illinois, and Louisiana, Missouri. The agreement covers, in addition, certain station and roundhouse facilities at Louisiana, Missouri; also the right of the lessee to use the piece of track extending approximately 4,500 feet north from Quincy Junction, Illinois, where the tracks of the Burlington Company directly connect with those of the Alton Company.

The said lease is for an indefinite period, being terminable by written notice of sixty days from either party.

By the provisions of this lease the Chicago, Burlington & Quincy Railroad Company is, at this time, using the Louisiana Bridge, together with the additional facilities noted.

AFFILIATED COMPANIES

CORPORATE NAMES

1. THE DEADWOOD CENTRAL RAILROAD COMPANY.
2. BLACK HILLS AND FORT PIERRE RAILROAD COMPANY:
The Black Hills Railroad Company.
3. QUINCY, OMAHA & KANSAS CITY RAILROAD COMPANY:
The Quincy, Missouri and Pacific Railroad Company.
Quincy, Omaha and Kansas City Railway Company.
The Northern Railroad Company.
Kansas City and Northern Connecting Railroad Company.
Kansas City, Peoria & Chicago Railway Company.
Omaha, Kansas City and Eastern Railroad Company.
4. BURLINGTON, SOUTH CHICAGO TERMINAL RAILROAD COMPANY.



The Deadwood Central Railroad

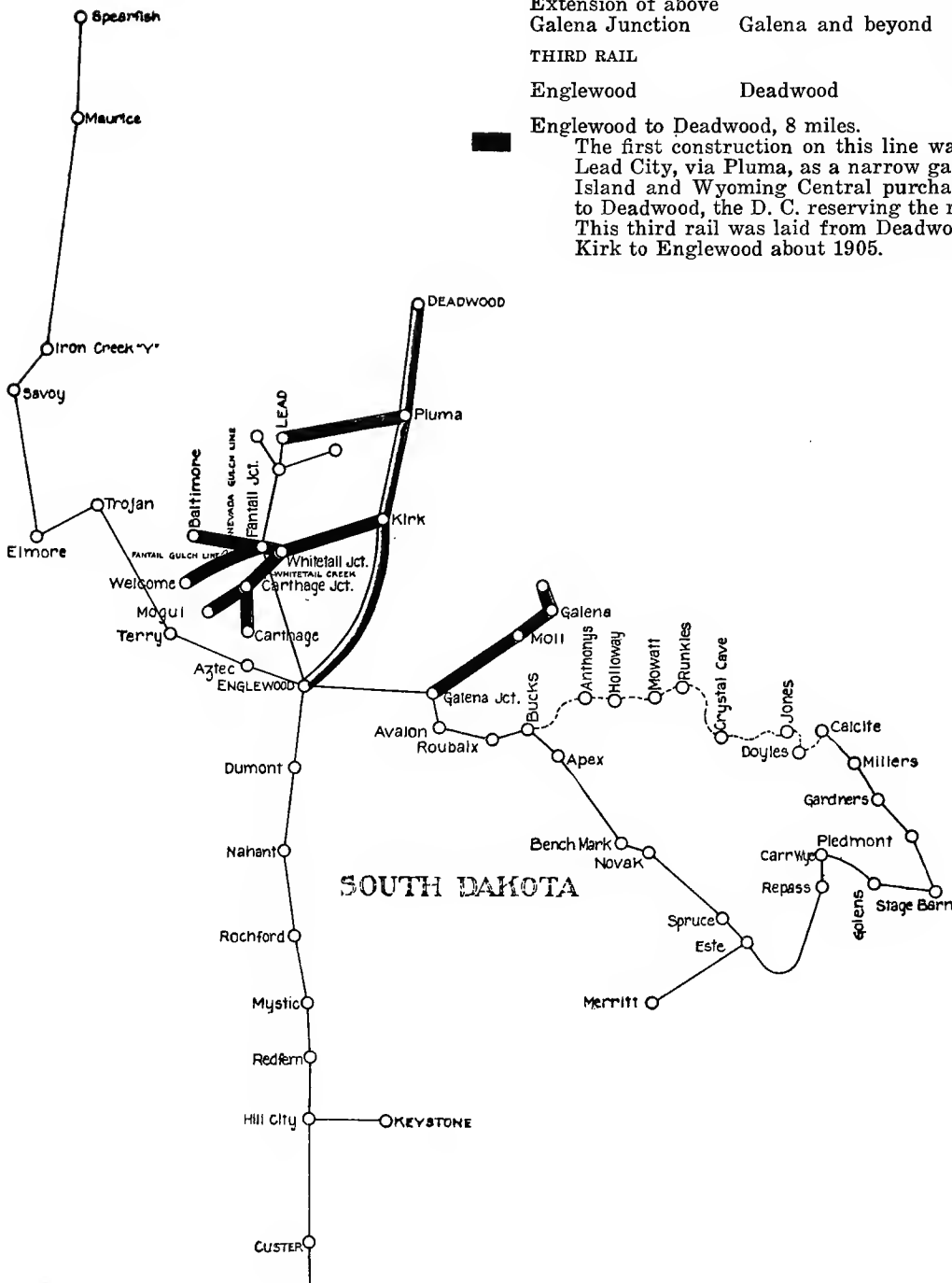
The Deadwood Central Railroad Company.

Narrow gauge — 3 feet.

FROM	TO	MILEAGE	COMPLETED
Pluma	Lead City	1.17	January, 1889.
	(Extensions)	.14	November, 1889.
	(Extensions)	.09	September, 1902.
	(Extensions)	.60	September, 1903.
Kirk	Whitetail Switch	1.82	May, 1891.
Whitetail Switch	Beyond B. H. & F. P. R. R.	.97	May, 1891.
	Carthage	.70	May, 1893.
Whitetail Switch up Nevada Gulch		2.44	May, 1891.
Extension of above		.34	September, 1895.
Fantail Switch	Welcome	1.56	May, 1891.
Carthage line up north fork of Whitetail Creek		.87	November, 1895.
Extension of above		.03	November, 1898.
Galena Junction	Galena and beyond	6.95	January, 1902.
THIRD RAIL		17.68	
Englewood	Deadwood	8	

Englewood to Deadwood, 8 miles.

The first construction on this line was in 1889 from Deadwood to Lead City, via Pluma, as a narrow gauge road. In 1890 the Grand Island and Wyoming Central purchased the line from Englewood to Deadwood, the D. C. reserving the right to lay a third rail. This third rail was laid from Deadwood to Kirk in 1891, and from Kirk to Englewood about 1905.



The Deadwood Central Railroad Company

INCORPORATION

Incorporated under the laws of Dakota territory by articles executed August 15, 1888.

Patent of Dakota territory issued August 20, 1888.

By Article II of its said articles this company proposed to build lines of railroad between the following points:

Deadwood to Galena, Deadwood to Briar Hill Coal Fields and Salt Springs, Wyoming; Deadwood up Whitewood, Whitetail, Fantail, Gold Run, Strawberry, Yellow and Nevada Creeks; Deadwood to the head waters of Deadwood, Carbonate and Spearfish Creeks; Deadwood to Whitewood, Custer City, Hay Creek Coal Fields and the Nigger Hill Tin District. In all the company proposed to build about 344 miles of railroad.

ORGANIZATION

Effected September 11, 1888, at Deadwood, Dakota Territory, when the directors named in the Articles of Incorporation met and elected officers.

TERMINI AND DESCRIPTION

	MILES
Narrow gauge (3-foot electric line) railroad from Pluma to Lead City, South Dakota.....	2.00
Kirk to Whitetail Switch.....	1.82
Whitetail Switch up Whitetail Creek to beyond Black Hills and Fort Pierre Transfer track.....	.97
End of track as last above to Carthage.....	.70
Whitetail Switch up Nevada Gulch to end of track.....	2.44
Extension to line last above up Nevada Gulch.....	.34
Fantail Switch on Nevada Gulch line up Fantail Gulch to Welcome.	1.56
Connection with Carthage line, thence up the north fork of Whitetail Creek to end of track.....	.87
Extension to line last above up north fork of Whitetail Creek.....	.03
Galena Junction to Galena and beyond.....	6.95
Total mileage as originally constructed.....	17.68
All of the above line is 3-foot gauge and lies in South Dakota.	

Certain abandonments, principally of the line from Fantail Switch up Fantail Gulch to Welcome and minor changes which have occurred since the original construction, make the mileage of this railroad as of date of valuation 15.97 miles, all in South Dakota.

In addition to the above this company also constructed a line from Englewood to Deadwood, a distance of approximately 8 miles. By deed and contract dated April 26, 1890, this company conveyed to The Grand Island and Wyoming Central Railroad Company (C. B. & Q.) its right of way and grade between Englewood and Deadwood.

By the terms of said contract of April 26, 1890, The Deadwood Central Railroad Company reserved the right to lay a third rail along the Grand Island and Wyoming Central Railroad between Englewood and Deadwood and any extensions thereof and pursuant to said contract the Deadwood Central owns at this time said third rail between Englewood and Deadwood and has the right to operate its trains over that line.

CONSTRUCTION

The lines at present owned and originally constructed by this company were built as follows :

Pluma to Lead City commenced in October, 1888, and 1.17 miles built by January, 1889. In November, 1899, an extension of .14 mile was built to this line. In September, 1902, an extension of .09 mile was built and in September, 1903, a further extension of .60 mile was built, making a total mileage between Pluma and Lead City of 2.00 miles.

The line from Kirk to Whitetail Switch was commenced in March, 1890, and completed in May, 1891.

The line from Whitetail Switch up Whitetail Creek to the Black Hills and Fort Pierre transfer track and a short distance beyond, 0.97 mile, was commenced in March, 1890, and completed in May, 1891. The extension of the above to Carthage was commenced in December, 1892, and completed in May, 1893.

The line from Whitetail Switch up Nevada Gulch for a distance of 2.44 miles was commenced in March, 1890, and completed in May, 1891. The extension to the above of .34 mile was commenced in July, 1895, and completed in September of that year.

The line from Fantail Switch up Fantail Gulch to Welcome was commenced in March, 1890, and completed in May, 1891.

The line extending from the connection with the Carthage Line, thence up the north fork of Whitetail for a distance of .87 mile, was commenced in August, 1895, and completed in November of that year. The extension to the above of .03 mile was built during 1898, being completed in November.

The line from Galena Junction to Galena and beyond was commenced in 1901 and completed in January of 1902.

OPERATION

The Deadwood Central Railroad Company has operated its various lines from the date of their completion to March 31, 1893. Since March 31, 1893, the Chicago, Burlington & Quincy Railroad Company has operated them, as agent of the Deadwood Central Company but without formal written lease or operating agreement.

The C. B. & Q. R. R. Co. has owned all the stock and mortgage notes since early in 1893.

CORPORATE EXISTENCE

This company is still in active existence.

CORPORATE RECORDS

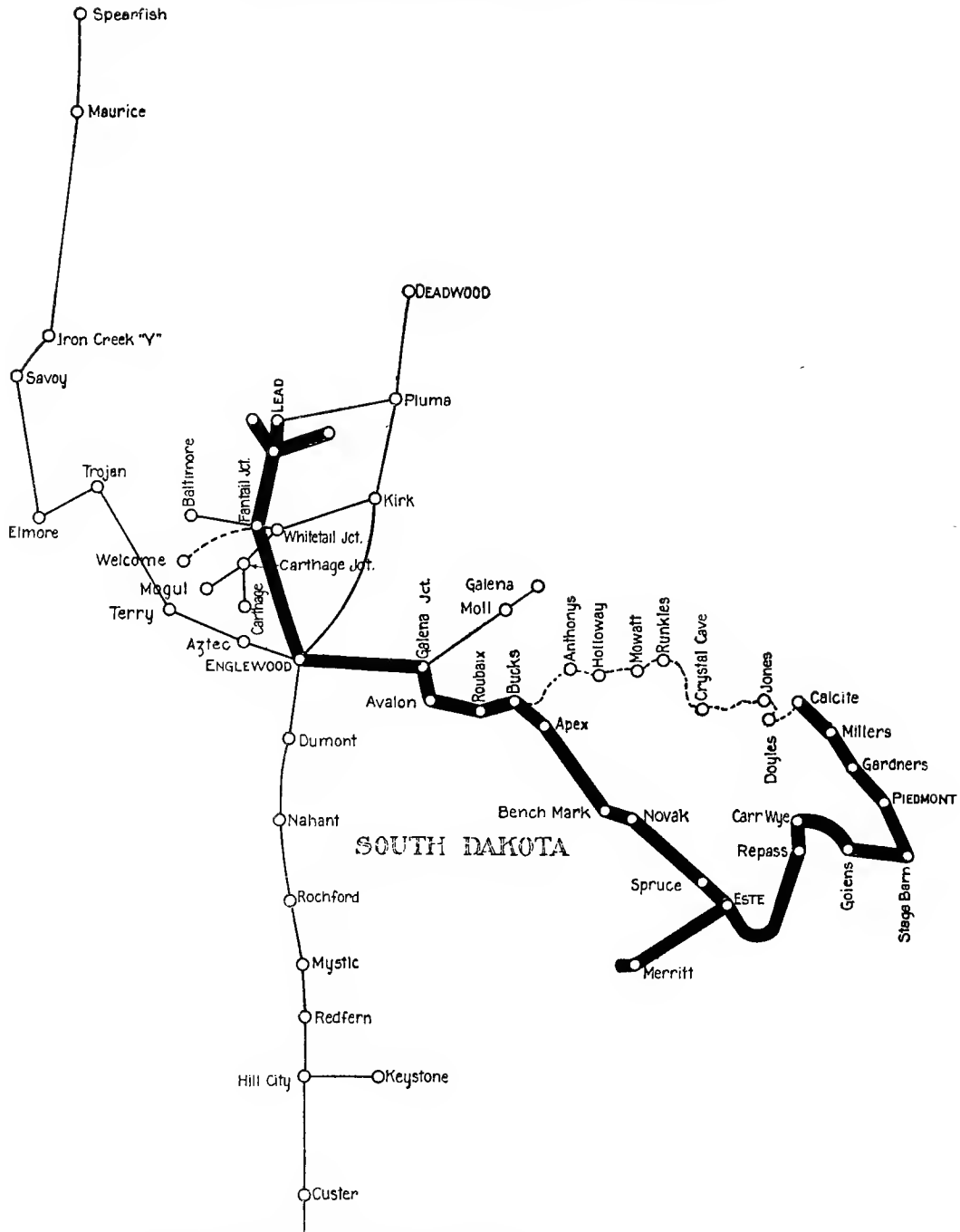
Corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company.

CHAIN OF TITLE

The Deadwood Central Railroad Company, incorporated under the laws of Dakota territory by articles executed August 15, 1888. Patent of Dakota territory issued August 20, 1888.



Black Hills and Fort Pierre Railroad



Black Hills and Fort Pierre Railroad Company:
Narrow gauge — 3 feet.

FROM	TO	MILEAGE	COMPLETED
MAIN LINE			
Lead	Near Bucks	15 *	During 1882.
Near Bucks	Piedmont	21.57 *	October 18, 1890.
Piedmont	Stage Barn	2.79	During 1902.
Bucks	Este	13.88 *	October 1, 1898.
Este	Stage Barn	10.84	August 16, 1910.
BRANCHES			
Este	Merritt	4.36 *	During 1907.
Near Lead (north line)		.90 *	During 1881.
Near Lead (south line)		1.61 *	During 1892.

The two latter branch lines rebuilt in 1901 to permit the operation of both standard and narrow gauge equipment.

*Total mileage as originally constructed, 57.32 miles.

Total mileage as of date of valuation, 54.71 miles.

NOTE.— The original north line from Bucks to Calcite, 15.57 miles, was abandoned during 1910.

Black Hills and Fort Pierre Railroad Company

I—THE BLACK HILLS RAILROAD COMPANY
II—BLACK HILLS AND FORT PIERRE RAILROAD COMPANY

I

The Black Hills Railroad Company

INCORPORATION

Incorporated under the General Laws of Dakota territory by articles dated May 31, 1881, and filed with the Secretary of State of Dakota territory June 12, 1881.

Patent of the territory of Dakota was issued June 15, 1881.

By its articles the company proposed to build and operate a railroad from Deadwood via Central City and Lead City to Custer City with a branch to Rapid City, Dakota territory.

ORGANIZATION

Effected at Lead City, Dakota territory, August 31, 1881, when the directors met and elected officers.

CONSTRUCTION

Construction commenced on the line from Lead southerly in the fall of 1881. Probably no portion of the line was completed or opened to traffic prior to the change of name July 10, 1882.

CHANGE TO NAME

Pursuant to resolution adopted July 10, 1882, the name of this company was changed to Black Hills and Fort Pierre Railroad Company.

II

Black Hills and Fort Pierre Railroad Company

Formed by change of name pursuant to resolution adopted by the stockholders July 10, 1882 (said resolution being filed with the Secretary of State of South Dakota), having formerly been The Black Hills Railroad Company.

ORGANIZATION

The record book of this company does not disclose when the first meeting was held after the change of name June 10, 1882.

TERMINI AND DESCRIPTION

MAIN LINE: Narrow gauge (3 feet) railroad from Lead City, South Dakota, southerly and easterly to Piedmont, South Dakota, a distance (first main) of 36.57 miles.

MAIN LINE EXTENSION (narrow gauge): From original terminus at Piedmont, thence southerly to Stage Barn, South Dakota, a distance (first main) of 2.79 miles.

BRANCH LINE (narrow gauge): From connection with main line near Bucks, South Dakota, thence southerly to Este, South Dakota, a distance (first main) of 13.88 miles.

During 1910, 15.51 miles of the above main line being that portion from a point east of Bucks to north of Calcite, was abandoned, its utility being replaced by using the branch line from Bucks to Este as a part of the main line, and constructing the following extension:

MAIN LINE (narrow gauge): From connection with former branch line near Este, thence easterly to terminus of main line extension at Stage Barn, South Dakota, a distance (first main) of 10.84 miles.

Total main line after change as above (as of date of valuation), Lead to north of Calcite, 48.03 miles, all in South Dakota.

BRANCH LINE (narrow gauge): From Este southerly to end of track one-half mile west of Merritt, a distance (first main) of 4.36 miles.

BRANCH LINE (North Lead Line, narrow gauge): From connection with the main line first above described near Lead City, thence easterly to end of track, a distance (first main) of 1.61 miles.

BRANCH LINE (South Lead Line, narrow gauge): From connection with main line as first above described near Lead City, thence westerly to end of track, a distance (first main) of .90 mile.

Total mileage as originally constructed, 57.32 miles.

Total mileage as of date of valuation with main line as reconstructed, 54.71, all in South Dakota.

CONSTRUCTION

This company continued the construction work commenced by The Black Hills Railroad Company in 1881, and during 1882 completed about 15 miles of the main line from Lead southerly and easterly, to near Bucks.

The main line extension from a point approximately 15 miles from Lead, thence easterly to Piedmont, was completed October 18, 1890.

The main line extension from Piedmont southerly to Stage Barn was constructed during 1902.

The line originally constructed as a branch line from Bucks to Este and used after the abandonment from Bucks to Calcite in 1910 as a part of the main line, was completed October 1, 1898.

The main line extension from Este through the Stage Barn Canyon to Stage Barn was commenced in April, 1910, and completed August 16, 1910.

The branch line from Este to a point west of Merritt was built during 1907.

The branch line from near Lead City westerly .90 mile was built during 1881 as a narrow gauge line and rebuilt in 1901 to permit the operation of both standard and narrow gauge equipment.

The branch line from near Lead City easterly 1.61 miles was built in 1892 as a narrow gauge line; rebuilt in 1901 to permit the operation of both standard and narrow gauge equipment.

OPERATION

The Black Hills and Fort Pierre Railroad Company operated its line from the completion of the various sections thereof to July, 1901. Since July, 1901, the roads of said company have been operated by the Chicago, Burlington & Quincy Railroad Company as agent, but without formal written lease or operating agreement.

CORPORATE EXISTENCE

This company is still in active existence.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Black Hills Railroad Company, incorporated under the general laws of Dakota territory by articles dated May 31, 1881, and filed with the Secretary of Dakota territory June 12, 1881. Patent of Dakota territory issued June 15, 1881.
- (2) Black Hills and Fort Pierre Railroad Company, formed by change of name pursuant to resolution adopted June 10, 1882, having formerly been The Black Hills Railroad Company.

Quincy, Omaha & Kansas City Railroad Company

- I—THE QUINCY, MISSOURI AND PACIFIC RAILROAD COMPANY
- II—QUINCY, OMAHA AND KANSAS CITY RAILWAY COMPANY
- III—THE NORTHERN RAILROAD COMPANY
- IV—KANSAS CITY AND NORTHERN CONNECTING RAILROAD COMPANY
- V—KANSAS CITY, PEORIA & CHICAGO RAILWAY COMPANY
- VI—OMAHA, KANSAS CITY AND EASTERN RAILROAD COMPANY
- VII—QUINCY, OMAHA & KANSAS CITY RAILROAD COMPANY

I

The Quincy, Missouri and Pacific Railroad Company

INCORPORATION

Incorporated under the general laws of Missouri by Articles of Association filed in the office of the Secretary of State June 29, 1869. Articles are recorded in Book I of Railroad Corporations at page 214.

The purpose expressed in paragraph 3 of the Articles was to construct, maintain and operate a standard gauge railroad across the State of Missouri from a point on the west bank of the Mississippi River opposite the city of Quincy, Illinois, to a point on the east bank of the Missouri River opposite the city of Brownsville, Nebraska.

ORGANIZATION

Organized at Kirksville, Missouri, June 24, 1869, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From West Quincy, Missouri, to Trenton, Missouri (including spur to depot at Trenton, .71 mile), a total distance of 134.61 miles.

CONSTRUCTION

Construction on the line between West Quincy and Novinger was commenced in 1870 and completed to Edina during that year; to Kirksville in 1872 and to Novinger in 1879, a total distance of 75.50 miles.

The road between Novinger and Trenton was constructed during the time The Wabash Railway Company was in possession of the road as lessee. Construction commenced in 1879 and continued at irregular intervals until July 1, 1881, when the road was completed to Trenton, a total distance of 58.40 miles.

The spur to the depot at Trenton, .71 mile, was constructed in 1887, during the time the road was in possession of the Purchasing Trustees.

LEASE TO THE WABASH RAILWAY CO.

Of date August 21, 1879, this company leased its road to The Wabash Railway Company for a term of ninety-nine years.

OPERATION

The Quincy, Missouri and Pacific Railroad Company began operation to Kirksville September 1, 1872, and to Novinger early in 1879, and continued until August 21, 1879.

The Wabash Railway Company (afterwards consolidated with the Wabash, St. Louis & Pacific Railway Company) began operation from Quincy to Novinger August 21, 1879, and to Trenton in July, 1881, and continued to so operate until May 27, 1884.

Solon Humphreys and Thomas E. Tutt, Receivers of the Wabash, St. Louis & Pacific Railway, under appointment by the United States Circuit Court, Eastern District of Missouri, operated the road from May 27, 1884, to August 1, 1885, when the lease to the Wabash Railway Company was by the Court declared forfeited and the Receivers ordered to deliver road to the Trustees of The Quincy, Missouri and Pacific Railroad Company.

Theodore Gilman and Charles H. Bull, Trustees under The Quincy, Missouri and Pacific Railroad Company's mortgage of October 1, 1879, remained in possession of and operated the road from August 1, 1885, to January 13, 1888, date of conveyance of the Purchasing Trustees, to the Quincy, Omaha and Kansas City Railway Company.

MORTGAGE

Of date October 1, 1879, The Quincy, Missouri and Pacific Railroad Company executed mortgage upon all its property owned and to be acquired, to Solon Humphreys and Orville H. Browning, Trustees (subsequently succeeded by Theodore Gilman and Charles H. Bull).

FORECLOSURE OF TRUST DEED

March 6, 1886, the mortgage of October 1, 1879, was foreclosed in the United States Circuit Court for the Eastern District of Missouri, the lease then held by the Wabash, St. Louis & Pacific Railway Company declared forfeited, and the property ordered sold.

SALE BY MASTER IN CHANCERY

June 26, 1886, Edmund T. Allen, Master in Chancery, by deed, conveyed the property to Edwin Parsons, John Paton and Charles S. Gillette, a committee representing the bondholders.

CONVEYANCE BY THE PURCHASERS

On January 13, 1888, Edwin Parsons and John Paton, survivors of the committee, by deed, conveyed the property to the Quincy, Omaha and Kansas City Railway Company.

CORPORATE EXISTENCE

No effort has been made since foreclosure sale to maintain the corporate existence of this company.

II

Quincy, Omaha & Kansas City Railway Company

INCORPORATION

Incorporated under the general laws of Missouri by Articles of Association filed in the office of the Secretary of State December 30, 1887. Articles are recorded in Book IV of Railroad Corporations at page 457.

The purpose expressed in paragraph 3 of its Articles was to acquire the rights, franchises and property of The Quincy, Missouri and Pacific Railroad Company from West Quincy to Trenton.

ORGANIZATION

The date of organization can not be ascertained, as records can not be located.

TERMINI AND DESCRIPTION

MAIN LINE: From West Quincy, Missouri to Trenton, Missouri (including spur to depot at Trenton, .71 mile), a total distance of 134.61 miles.

CONSTRUCTION

This company did not construct any additional main track mileage, but in 1888 constructed terminal tracks in Quincy, Illinois.

ACQUISITION BY PURCHASE

By deed, of date January 13, 1888, this company acquired from the Purchasing Trustees, the property, rights and franchises formerly belonging to The Quincy, Missouri and Pacific Railroad Company.

OPERATION

This company operated its road from date of acquisition until August 20, 1891, when, under terms of mortgage account of default in payment of interest on its bonds, the property was turned over to John Patton and Edwin Parsons, Trustees (succeeded by Theodore Gilman and Ward W. Jacobs in 1893), who continued the operation of the road until August 1, 1897.

MORTGAGE

Of date January 2, 1888, this company executed a mortgage on its road to Edwin Parsons and John Patton, Trustees.

FORECLOSURE

On December 14, 1896, the mortgage of January 2, 1888, was foreclosed in the United States Circuit Court for the Eastern District of Missouri, and the property ordered to be sold.

SALE BY MASTER IN CHANCERY

June 15, 1897, Frank L. Schofield as Master in Chancery, by deed, conveyed the property to Charles H. Bull and Ward W. Jacobs, a committee representing non-preferred bondholders.

CONVEYANCE BY THE PURCHASERS

On June 15, 1897, Charles H. Bull and Ward W. Jacobs, by deed, conveyed the property to the Quincy, Omaha & Kansas City Railroad Company, the present owner.

CORPORATE EXISTENCE

No effort has been made to keep alive the corporate existence of the company, and its minute books and other corporate records can not be located.

III

The Northern Railroad Company

INCORPORATION

Incorporated under the general laws of Missouri by Articles of Association filed in the office of the Secretary of State September 2, 1898. The Articles are recorded in Volume VI of Railroad Corporations at page 198.

The purpose of the company as expressed in paragraph 3 of its Articles was to construct, maintain and operate a railroad from Trimble to Gower, Missouri.

ORGANIZATION

The date of organization of the company can not be given, as the books can not be located.

CONSTRUCTION

This company did not complete any portion of the railroad it was authorized to build, but it acquired a right of way along the proposed route and did some construction work.

DEED TO THE K. C. AND N. C. R. R. CO.

Of date December 19, 1898, this company, by deed, conveyed its uncompleted road to the Kansas City and Northern Connecting Railroad Company.

CORPORATE EXISTENCE

No effort has been made to maintain the corporate existence of this Company, and its corporate records can not be located.

IV

Kansas City and Northern Connecting Railroad Company

INCORPORATION

Incorporated under the general laws of the State of Missouri by Articles of Association filed in the office of the Secretary of State May 28, 1895. Articles are recorded in Volume V of Railroad Corporations at page 484.

The purpose of the company, as expressed in paragraph 3 of its Articles, was to build, maintain and operate a standard gauge railroad from a point in Jackson County, Missouri, near Kansas City to a point on the State line between the States of Missouri and Iowa at or near the northwest corner of Harrison County, Missouri.

ORGANIZATION

The date of organization of the company can not be given for the reason that its books can not be located.

TERMINI AND DESCRIPTION

MAIN LINE: From Pattonsburg, Missouri, southerly to Northern Junction, Missouri, a total distance of 75.29 miles.

BRANCH LINE: From Trimble, Missouri, northwesterly to Gower, Missouri, a total distance of 10.47 miles.

Total main and branch line, 85.76 miles.

CONSTRUCTION

Construction was commenced on the line between Northern Junction and connection with the road formerly belonging to the Kansas City and Atlantic Railroad Company at "Junction" and from connection with the last named road at Smithville to Pattonsburg in 1897, and the entire road, Northern Junction to Junction (1.57 miles) and Smithville to Pattonsburg (56.40 miles), was completed about March 18, 1898. Total distance of 57.97 miles.

Construction on the uncompleted branch road purchased from The Northern Railroad Company was commenced immediately after acquisition (December 18, 1898) and the entire road between Trimble and Gower, Missouri, was completed about May 19, 1899.

ACQUISITION BY PURCHASE

Of date February 2, 1898, this company, by deed, acquired from the Kansas City and Atlantic Railroad Company a section of its completed road situated in Clay County, Missouri, and extending from the north boundary line of Clay County, thence southerly a distance of 17.32 miles.

OPERATION

This company began operating the road purchased from the Kansas City and Atlantic Railroad Company January 10, 1897. It began operating from Northern Junction to Smithville September 26, 1897; to Plattsburg January 9, 1898, and to Pattonsburg March 27, 1898, and continued operating from Northern Junction to Pattonsburg until January 2, 1900.

It did not operate the branch line between Trimble and Gower, but this line was operated from date of completion by the St. Joseph & Grand Island Railway Company.

LEASE AND CONTRACT — ST. J. & G. I. RY. CO.

On August 1, 1898, this company entered into contract with the St. Joseph & Grand Island Railway Company for the construction of a connecting track between Trimble and connection with the St. J. & G. I. Ry. Co. at Gower (The Northern Railroad Company's road), and when completed to be used by the St. J. & G. I. Ry. Co. for the purpose of reaching Kansas City.

MORTGAGE

Of date January 1, 1897, this company executed a mortgage to the Missouri, Kansas & Texas Trust Company and the Provident Life & Trust Company as Trustees.

FORECLOSURE

Of date May 20, 1901, the mortgage of January 1, 1897, was foreclosed in the United States Circuit Court for the Western District of Missouri, and the property ordered sold.

SALE BY SPECIAL MASTER

Of date October 25, 1901, Shannon C. Douglas, Special Master, sold the property to Harry B. Hurd, Herbert C. Wright and Thomas L. Chadbourne, Jr., for and on behalf of the Kansas City, Peoria & Chicago Railway Company to be thereafter formed.

On November 26, 1901, the Special Master, by deed, conveyed all the property, rights and franchises formerly belonging to this company to the K. C. P. & C. Ry. Co.

CORPORATE EXISTENCE

No effort has been made to maintain the corporate existence of this company, and its corporate records can not be located.

V

Kansas City, Peoria & Chicago Railway Company

INCORPORATION

Incorporated under the general laws of Missouri by Articles of Association filed in the office of the Secretary of State November 11, 1901. Articles are recorded in Volume VI of Railroad Corporations at page 455.

The purpose of the company, as expressed in paragraph 3 of its Articles, was to construct, maintain and operate the "Gower Branch" and a railroad from Kansas City, Missouri, to Quincy, Illinois.

ORGANIZATION

Organized at Kansas City, Missouri, November 11, 1901, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From Pattonsburg, Missouri, southerly to Northern Junction, Missouri, a total distance of 75.29 miles.

BRANCH LINE: From Trimble, Missouri, northwesterly to Gower, Missouri, a total distance of 10.47 miles.

Total main and branch line, 85.76 miles in Missouri.

CONSTRUCTION

This company did not construct any additional main track, but it acquired a right of way and did some grading on an extension from Avondale to a connection with the Chicago, Burlington & Quincy Railroad Company at Block 223. This extension was subsequently completed by the Quincy, Omaha & Kansas City Railroad Company.

OPERATION

This company operated its road from Northern Junction to Pattonsburg from January 10, 1902, until October 2, 1902.

It did not operate the branch line between Trimble and Gower, but this line was operated from date of acquisition until October 2, 1902, by the St. Joseph & Grand Island Railway Company, under terms of agreement with the predecessor of this company (the Kansas City and Northern Connecting Railroad Company).

ACQUISITION BY PURCHASE

Of date November 26, 1901, this company acquired from Special Master all the property, rights and franchises formerly belonging to the Kansas City and Northern Connecting Railroad Company, consisting of a completed road as detailed under "Termini and Description."

DEED TO Q. O. & K. C. R. R. CO.

Of date July 1, 1902 (executed October 1, 1902), this company, by deed, conveyed all its property, rights and franchises to the Quincy, Omaha & Kansas City Railroad Company, the present owner.

CORPORATE EXISTENCE

This corporation is still in existence, but is inactive.

VI

Omaha, Kansas City and Eastern Railroad Company

INCORPORATION

This company was incorporated under the general laws of Missouri by Articles of Association filed in the office of the Secretary of State July 24, 1896. Articles are recorded in Volume VI of Railroad Corporations at page 95.

The purpose of the company, as expressed in paragraph 3 of its Articles, was to construct, maintain and operate a standard gauge railroad from Pattonsburg to Trenton, Missouri.

ORGANIZATION

Organized at Kansas City, Missouri, August 10, 1896, by the election of officers.

TERMINI AND DESCRIPTION

From Trenton westerly to Pattonsburg, a total distance of 33.10 miles, main line.

CONSTRUCTION

The road between Trenton and Pattonsburg was constructed during 1896 and 1897, being completed to Pattonsburg June 27, 1897.

ACQUISITION BY LEASE

Of date June 25, 1897 (effective August 1, 1897), this company leased from the Quincy, Omaha & Kansas City Railroad Company its road extending from West Quincy to Trenton, Missouri, and remained in possession of the same until January 22, 1902, when the lease was terminated.

TRACKAGE AGREEMENT

Of date November 15, 1898, this company acquired the right to use the bridge and track of the Chicago, Burlington & Quincy Railroad Company from West Quincy, Missouri, to Quincy, Illinois.

OPERATION

This company operated its road from date of completion and acquisition by lease until January 2, 1900, and from January 2, 1900, to January 22, 1902, operated by Charles H. Chappell and James Hopkins, Receivers. (James Hopkins resigned November 1, 1900, but operation was continued by Charles H. Chappell, sole Receiver.)

MORTGAGE

Of date September 1, 1896, this company executed a mortgage to Walter G. Oakman and George R. Turnbull as Trustees.

FORECLOSURE

Of date January 22, 1902, the mortgage of September 1, 1896, was foreclosed in the United States Circuit Court for the Western District of Missouri, and the property ordered sold. At the same time the court declared a forfeiture of the lease from the Quincy, Omaha & Kansas City Railroad Company of its road between West Quincy and Trenton, Missouri, and ordered the Receiver to turn over the road to the Quincy, Omaha & Kansas City Railroad Company.

SALE BY THE MASTER

On March 20, 1902, Joseph H. McEntyre, Special Master, by deed, conveyed all the property, rights and franchises of this company to the Quincy, Omaha & Kansas City Railroad Company, the present owners.

CORPORATE EXISTENCE

No effort has been made to maintain the corporate existence of this company, and its corporate records can not be located.

VII

Quincy, Omaha & Kansas City Railroad Company

INCORPORATION

Incorporated under the general law of the State of Missouri by Articles of Association filed with the Secretary of State June 1, 1897. Articles are recorded in Volume VI of Railroad Corporations at page 149.

The purpose expressed in paragraph 3 of its Articles was to construct, maintain and operate a railroad from a point on the right bank

of the Mississippi River opposite Quincy, Illinois, to Trenton, Missouri. Under general laws of Missouri it acquired the ownership of the track from Trenton to Block 223.

ORGANIZATION

Organized at Kansas City, Missouri, June 8, 1897, by the election of officers.

TERMINI AND DESCRIPTION

MAIN LINE: From West Quincy, Missouri westerly and southerly a distance of 254.80 miles (including spur to depot at Trenton, Missouri), to a connection with the Chicago, Burlington & Quincy Railroad Company at Block 223 in Clay County, Missouri.

CONSTRUCTION

This company completed construction of an extension from Avondale to a connection with the Chicago, Burlington & Quincy Railroad Company at Block 223, a distance of 2.54 miles, which it had acquired from the Kansas City, Peoria & Chicago Railway Company. Construction was commenced in 1902 by the last named company and completed by the Q. O. & K. C. R. R. Co. in 1903.

ACQUISITION BY PURCHASE

This company, by deeds, acquired the property, rights and franchises, including completed roads, of the following companies:

Deed of date June 15, 1897, from Charles H. Bull and Ward W. Jacobs, the property formerly belonging to the Q. O. & K. C. R. R. Co., consisting of a completed road extending from West Quincy to Trenton, Missouri (including spur to depot at Trenton, .71 mile).....	MILES 134.61
Deed dated July 1, 1902, from the K. C. P. & C. Ry. Co., the property formerly belonging to that company, consisting of a main line extending from Pattonsburg, Missouri, to Northern Junction (75.29 miles), and a branch line extending from Trimble to Gower (10.47 miles).....	85.76
Deed of date March 20, 1902, from Joseph H. McEntyre, Special Master, the property formerly belonging to the O. K. C. and E. R. R. Co., consisting of a main line extending from Trenton to Pattonsburg	33.10
Total	253.47

NOTE.—The line between Avondale and Northern Junction, 1.21 miles, and from Gower to Trimble, 10.47 miles, were abandoned.

The Avondale-Northern Junction line was taken up in November and December, 1915, and work on taking up the Gower-Trimble line was commenced in April, 1917, and completed several months later.

SUMMARY OF MILEAGE OWNED ON DATE OF VALUATION

Acquired by purchase.....	253.47	
Less lines abandoned.....	11.68	
		<hr/>
		241.79
Acquired by construction.....		2.54
		<hr/>
Total owned		244.33

TRACKAGE AGREEMENTS

Agreement of date November 15, 1898, between the O. K. C. and E. R. R. Co. and the C. B. & Q. R. R. Co., covering joint use of the last named company's bridge and track between West Quincy, Missouri, and Quincy, Illinois, a distance of 3.15 miles, was continued in effect by this company.

Of date May 1, 1911, trackage agreement was made with the C. B. & Q. R. R. Co., providing for joint use of that company's road between Block 223 and Kansas City, Missouri, a distance of 2.73 miles.

LEASE TO THE O. K. C. AND E. R. R. CO.

Of date June 25, 1897 (effective August 1, 1897), this company leased its entire road acquired June 15, 1897, to the O. K. C. and E. R. R. Co. In foreclosure proceedings of the O. K. C. and E. R. R. Co., the court declared a forfeiture of this lease and ordered the Receiver to turn the road back to this company, which was done on January 23, 1902.

OPERATION

This company began operating from Quincy, Illinois, to Pattonsburg, Missouri, January 23, 1902, and from Pattonsburg to Northern Junction October 2, 1902. Track from Avondale to Northern Junction was abandoned June 4, 1911, in so far as its use as a main line track was concerned. Effective June 4, 1911, trains were operated into Kansas City from Block 223 over the C. B. & Q. R. R. Co.'s tracks.

This company did not operate over the branch line between Trimble and Gower, but this line was leased to the St. J. & G. I. Ry. Co. for its exclusive use until 1914, when that company discontinued running its trains into Kansas City, and the track has subsequently been abandoned.

CHAIN OF TITLE

- (1) The Quincy, Missouri & Pacific Railroad Company, incorporated June 29, 1869.
- (2) Trust deed, of date October 1, 1879, given by The Quincy, Missouri & Pacific Railroad Company to Solon Humphreys and Orville H. Browning, trustees, covering all its property, foreclosed in the United States Circuit Court for the Eastern District of Missouri.
- (3) Master's deed, of date June 26, 1886, conveying all the property formerly belonging to The Quincy, Missouri & Pacific Railroad

Company, to Edwin Parsons, John Patton and Charles S. Gillette, committee representing the bondholders.

- (4) Deed, of date June 13, 1888, from Edwin Parsons and John Patton, survivors of the committee, conveying the property to the Quincy, Omaha and Kansas City Railway Company.
- (5) The Quincy, Omaha and Kansas City Railway Company, incorporated December 30, 1887.
- (6) Trust deed, of date January 2, 1888, given by the Quincy, Omaha and Kansas City Railway Company to Edwin Parsons and John Patton, trustees, covering all its property foreclosed in the United States Circuit Court for the Eastern District of Missouri.
- (7) Master's deed, of date June 15, 1897, conveying all the property formerly belonging to the Quincy, Omaha and Kansas City Railway Company to Charles H. Bull and Ward W. Jacobs, committee, representing the bondholders.
- (8) Deed, of date June 15, 1897, from Charles H. Bull and Ward W. Jacobs, committee, conveying the property to the Quincy, Omaha & Kansas City Railroad Company
- (9) The Northern Railroad Company, incorporated September 2, 1898.
- (10) Deed, of date December 19, 1898, from The Northern Railroad Company, conveying all its property to the Kansas City and Northern Connecting Railroad Company.
- (11) The Kansas City and Northern Connecting Railroad Company, incorporated May 28, 1895.
- (12) Trust deed, of date January 1, 1897, given by the Kansas City and Northern Connecting Railroad Company to the Missouri, Kansas & Texas Trust Company and the Provident Life & Trust Company, trustees, covering all its property foreclosed in the United States Circuit Court for the Western District of Missouri.
- (13) Master's deed, of date November 26, 1901, conveying all the property formerly belonging to the Kansas City and Northern Connecting Railroad Company to the Kansas City, Peoria & Chicago Railway Company.
- (14) The Kansas City, Peoria & Chicago Railway Company, incorporated November 11, 1901.
- (15) Deed, of date July 1, 1902 (executed October 1, 1902), from the Kansas City, Peoria & Chicago Railway Company, conveying all its property to the Quincy, Omaha & Kansas City Railroad Company.
- (16) The Omaha, Kansas City and Eastern Railroad Company, incorporated July 24, 1896.
- (17) Trust deed, of date September 1, 1896, given by the Omaha, Kansas City and Eastern Railroad Company to Walter G. Oakman and

George R. Turnbull, trustees, covering all its property foreclosed in the United States Circuit Court for the Western District of Missouri.

- (18) Master's deed, of date March 20, 1902, conveying all the property formerly belonging to the Omaha, Kansas City and Eastern Railroad Company to the Quincy, Omaha & Kansas City Railroad Company.
- (19) The Quincy, Omaha & Kansas City Railroad Company, incorporated June 1, 1897.

Burlington, South Chicago Terminal Railroad Company

INCORPORATION

Incorporated under the laws of the State of Illinois by Articles dated February 7, 1917, to take effect January 30, 1917, which were filed with the Secretary of State of Illinois February 9, 1917, and recorded in Book 51, page 425.

Article Second describes the road authorized as follows :

“Second: It is intended to construct the said railroad from a point on the railroad of The Belt Railway Company near One Hundredth Street, in the City of Chicago, Illinois, thence extending southerly and southwesterly a distance of about ten (10) miles to the southerly limits of the City of Chicago, in the County of Cook and State of Illinois.”

ORGANIZATION

The first meeting of the Directors was held at Chicago, February 12, 1917.

TERMINI AND DESCRIPTION

The property of the company consists of approximately twenty-nine acres of land in the South Chicago Dock Company's Addition, south of One Hundredth Street, in the town of Hyde Park, Cook County, Illinois, purchased by the company from the Elgin, Joliet & Eastern Railway Company by deed dated February 16, 1917, recorded in Book 14,333, page 566, of the Deed Records of said Cook County, which land is occupied with main and side tracks approximately 53,542 feet in length, together with roundhouse and other appurtenant buildings.

OPERATION

The tracks owned by the company are operated as side and terminal tracks and terminal property of the Chicago, Burlington & Quincy Railroad Company, which owns all of the capital stock of this company, and is also part owner of The Belt Railway Company of Chicago, whose tracks form a connection between the roads of said companies.

CORPORATE EXISTENCE

This company is still in active existence.

CORPORATE RECORDS

The corporate records of this company are in the custody of the Secretary of the Chicago, Burlington & Quincy Railroad Company, Chicago, Illinois.

CHAIN OF TITLE

- (1) The Burlington, South Chicago Terminal Railroad Company, incorporated under the laws of Illinois by Articles of Incorporation dated February 7, 1917, and filed with the Secretary of State of Illinois, February 9, 1917. Recorded in Book 51, page 425.
- (2) Deed of date February 16, 1917, from the Elgin, Joliet & Eastern Railway Company to the Burlington, South Chicago Terminal Railroad Company, recorded Cook County, Illinois, April 19, 1917. Recorded Book 14,333, page 566.

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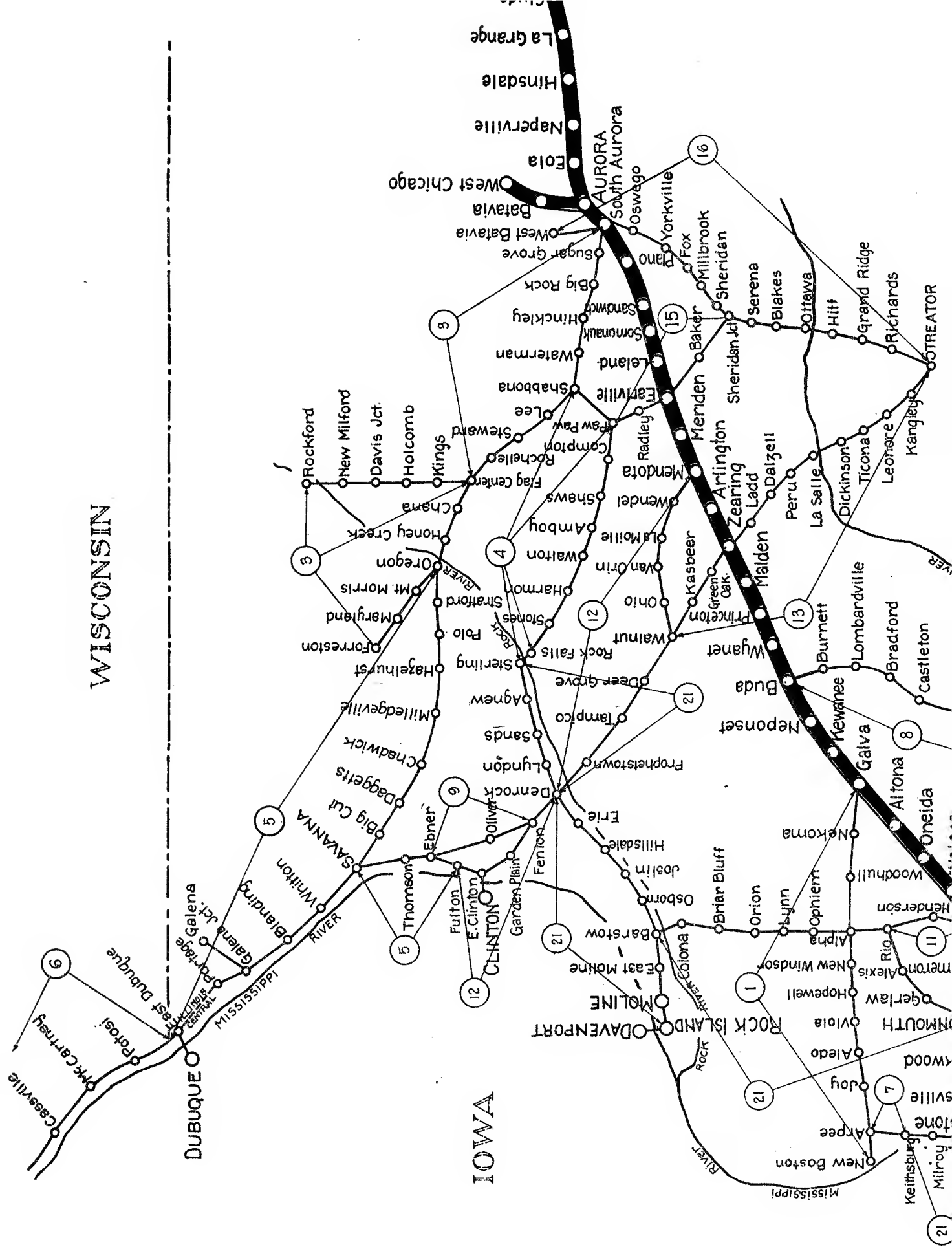
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WISCONSIN



IOWA

La Grange
Hinsdale
Naperville
Eola
West Chicago
AURORA
South Aurora
Oswego
Yorkville
Fox
Millbrook
Sheridan
Sugar Grove
West Batavia
Batavia
Big Rock
Hinckley
Sandwich
Somers
Leland
Waterman
Shabbona
Lee
Earville
Meriden
Sheridan Jct.
Baker
Serena
Blakes
Oitawa
Hitt
Grand Ridge
Richards
TREATOR

Rockford
New Milford
Davis Jct.
Holcomb
Kings
Chama
Honey Creek
Oregon
Mt. Morris
Maryland
Forreston
Hazelhurst
Sterling
Rock Falls
Stones
Polo
Stratford
Harmo
Walton
Amboy
Shaws
Flag Center
Compton
Rochelle
Steward
Radley
Mendota
Wendel
Van Orin
La Moille
Kasbeer
Arlington
Zearing
Ladd
Daizell
Peru
La Salle
Dickinson
Ticona
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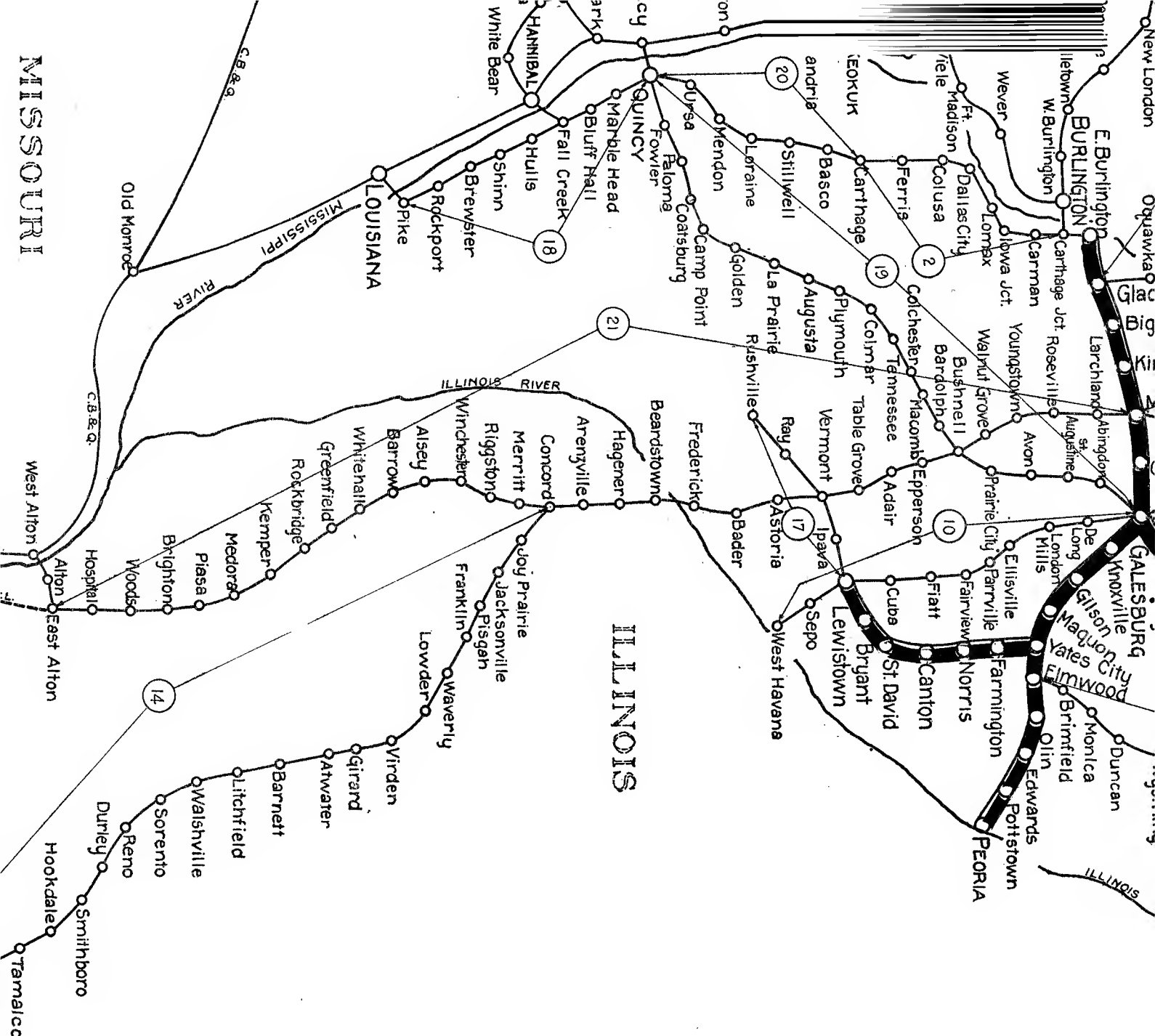
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ILLINOIS LINES

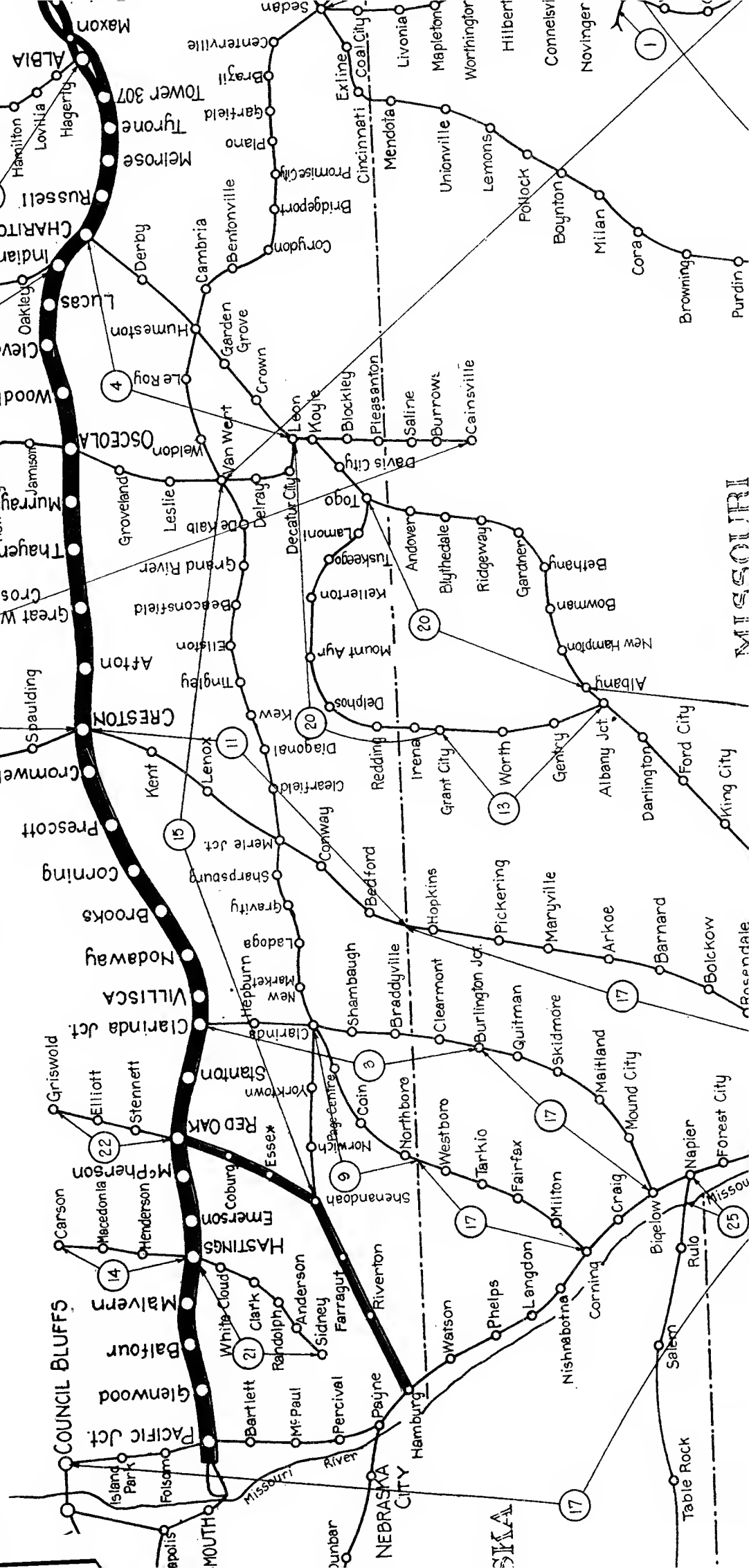
COMPANIES

- 1—American Central.
- 2—Carthage and Burlington.
- 3—Chicago and Iowa.
- 4—Chicago and Rock River.
- 5—Chicago, Burlington and Northern (Illinois).
- 6—Chicago, Burlington and Northern (Wisconsin).
- 7—Dixon and Quincy.
- 8—Dixon, Peoria and Hannibal.
- 9—Fenton and Thomson.
- 10—Fulton County Narrow Gauge.
- 11—Galesburg & Rio.
- 12—Illinois Grand Trunk.
- 13—Illinois Valley and Northern.
- 14—Jacksonville and Saint Louis.
- 15—Joliet, Rockford & Northern.
- 16—Ottawa, Oswego and Fox River Valley.
- 17—Peoria and Hannibal.
- 18—Quincy, Alton and St. Louis.
- 19—Quincy and Chicago.
- 20—Quincy and Warsaw.
- 21—St. Louis, Rock Island and Chicago.

IOWA LINES

COMPANIES

- 14 — Hastings and Avoca.
- 15 — Humeston and Shenandoah.
- 16 — Iowa & St. Louis.
- 17 — Kansas City, St. Joseph and Council Bluffs.
- 18 — Keokuk and St. Paul.
- 19 — Keokuk and Western.
- 20 — Leon, Mount Ayr and Southwestern.
- 21 — Nebraska City, Sidney and North Eastern.
- 22 — Red Oak and Atlantic.
- 23 — St. Louis, Keokuk & Northwestern.
- 24 — St. Joseph & Des Moines.
- 25 — St. Joseph and Nebraska.
- 26 — Western Iowa.



IOWA

DES MOINES

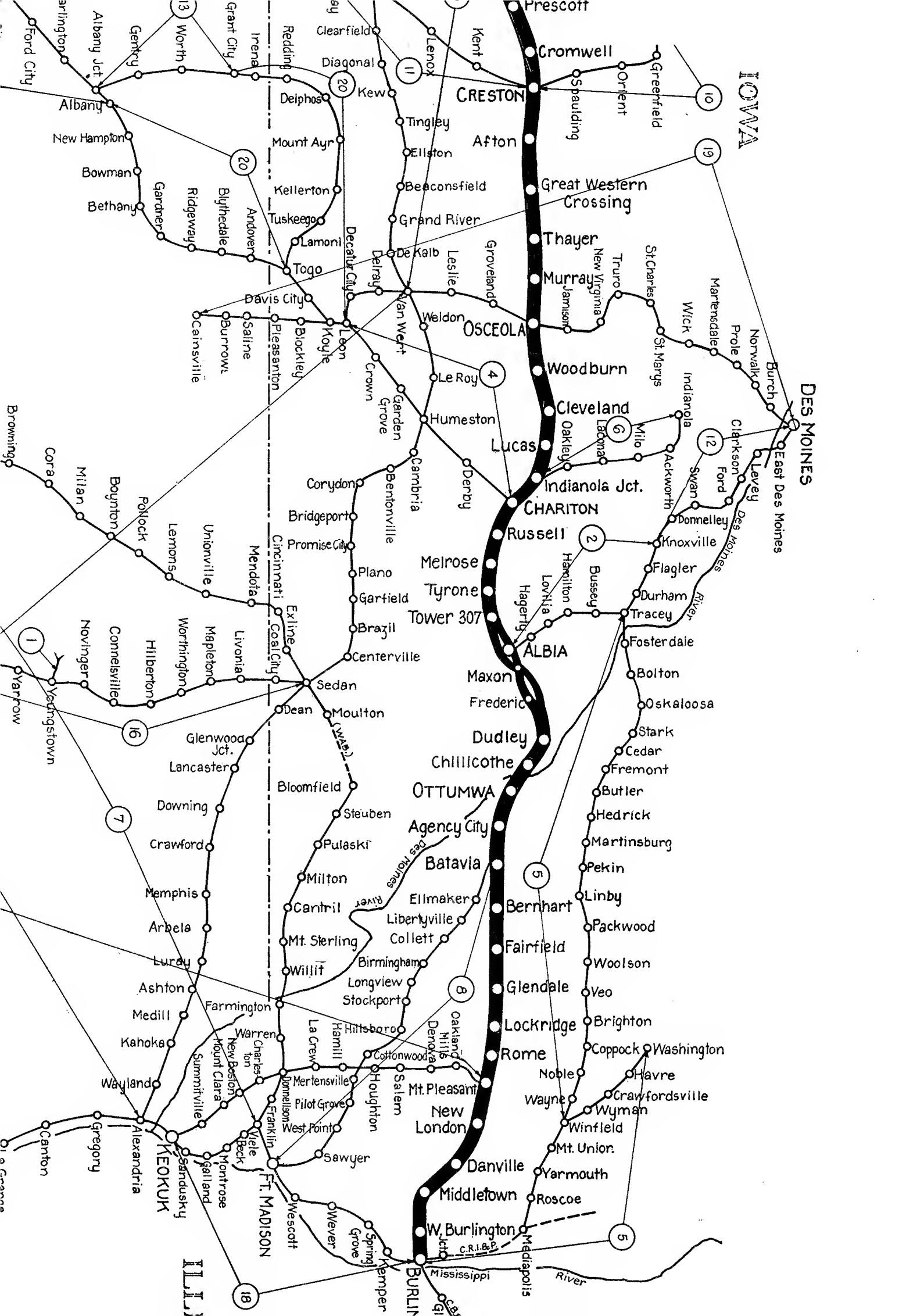
MISSOURI

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NEBRASKA

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M A N S A S

MISSOURI LINES

COMPANIES

- 1 — Brownville & Nodaway Valley.
- 2 — Chicago, Burlington and Kansas City.
- 3 — Grant City and Southern.
- 4 — Hannibal and St. Joseph.
- 5 — Iowa & St. Louis.
- 6 — Kansas City, St. Joseph and Council Bluffs.
- 7 — Keokuk and Western.
- 8 — Leon, Mount Ayr and Southwestern.
- 9 — Old Monroe-Mexico Line, C. B. & Q. R. R.
- 10 — St. Joseph & Des Moines.
- 11 — St. Louis, Keokuk & Northwestern.



ILLINOIS

Centralia

E. St. Louis

St. Louis

Missouri River

C.A.R.R.

B. & O.R.R.

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9

4

4

11

Galesburg

Carthage Jct.

Burlington

Mt. Pleasant

Salem

Donnellson

Farmington

Lurray

Ashton

Kahnoka

Vale

Ft. Madison

Wayland

Alexandria

Gregory

Fenway

Buena Vista

Keokuk

Carthage

Macomb

Bushnell

Monmouth

Vermon

Rushville

Golden

Camp Point

Beardstown

Concord

Winchester

Jacksonville

Whitehall

Litchfield

Viriden

Alton

St. Louis

St. Peter

Ethlyn

Old Monroe

Dobrow

Firma

St. Peter

Old Monroe

Winfield

Foley

Oasis

Apex

St. Peter

Old Monroe

Brevator

Winfield

Dameron

Eisberry

St. Peter

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Clarksville

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